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Agencies in this issue—

The President
Agricultural Stabilization and
Conservation Service
Business and Defense Services
Administration
Civil Aeronautics Board
Civil Service Commission
Consumer and Marketing Service
Customs Bureau
Federal Aviation Agency
Federal Maritime Commission
Federal Power Commission
Housing and Urban Development
Department
Internal Revenue Service
Interstate Commerce Commission
Securities and Exchange Commission

Detailed list of Contents appears inside.



Latest Edition

Guide to Record Retention Requirements

[Revised as of January 1, 1965]

This useful reference tool is designed to keep industry and the general public informed concerning published requirements in laws and regulations relating to records-retention. It contains about 900 digests detailing the retention periods for the many types of records required to be kept under Federal laws and rules.

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Proclamation 3695

USO DAY

By the President of the United States of America

A Proclamation

The United Service Organizations—the USO—was created nearly twenty-five years ago to fill a vital human need on the part of millions of young Americans serving in our Armed Forces. It was created in 1941 to provide a breath of home for American service men and women, wherever in the world they might find themselves.

Today these initials are known to all Americans, for millions of us have either helped the USO or have been served by it.

In unfamiliar cities, in countless foreign lands, the familiar USO sign has welcomed more than 20 million Americans in uniform. It is serving today no less than in the past. In a world where the burden of arms is part of the price of freedom, almost three million Americans are still in uniform. Almost one million of them are overseas. Almost two hundred thousand of them are in Vietnam. Wherever they go, the USO goes with them.

The USO brings more than entertainment. No matter how difficult the conditions, the USO strives to create an environment where a service man or woman can relax, listen to a record, meet friends, watch a show, get help with personal problems, or write a letter home.

The needs of the human heart do not change. Wherever young Americans are stationed, the soldier's age-old questions are still asked: "Does anybody know I'm here?" "Does anybody care?" The USO is the American public's way of answering, "Yes."

NOW, THEREFORE, I, LYNDON B. JOHNSON, President of the United States of America, do hereby proclaim February 4, 1966, as USO Day, and urge the people of the United States to give their enthusiastic support to the United Service Organizations.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this thirty-first day of December in the year of our Lord nineteen hundred and sixty-five,
[SEAL] and of the Independence of the United States of America the one hundred and ninetieth.

LYNDON B. JOHNSON

By the President:

DEAN RUSK,
Secretary of State.

[F.R. Doc. 66-202; Filed, Jan. 4, 1966; 4:20 p.m.]

Rules and Regulations

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. 962; Amdt. 1]

PART 95—CAR SERVICE

Brimstone and New River Railway Corp. Authorized To Operate Over the Brimstone Railroad

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D.C., on the 27th day of December A.D. 1965.

Upon further consideration of Service Order No. 962 (30 F.R. 8793) and good cause appearing therefor:

It is ordered, That § 95.962 *Brimstone and New River Railway Corp. authorized to operate over the Brimstone Railroad Co.*, of Service Order No. 962, be, and it is hereby amended by substituting the following paragraph (e) for paragraph (e) thereof:

(e) *Expiration date.* This order shall expire at 11:59 p.m., June 30, 1966, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p.m., December 31, 1965.

(Secs. 1, 12, 15, 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15. Interprets or applies secs. 1(10-17), 15(4), 40 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4))

It is further ordered, That copies of this order and direction shall be served upon the American Short Line Railroad Association and upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Division 3.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-149; Filed, Jan. 5, 1966; 8:49 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Docket No. 6486; Amdts. 25-8; 121-15; 37-5]

PART 25—AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES

PART 37—TECHNICAL STANDARD ORDER AUTHORIZATIONS

PART 121—CERTIFICATION AND OPERATIONS: DOMESTIC, FLAG, AND SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT

Installation Requirements and Revised Minimum Performance Standards for Flight Recorders

The purpose of these amendments is to establish installation requirements for flight records on transport category airplanes and to revise the minimum performance standards for the manufacture of flight recorders. These amendments are designed to increase the accuracy of recorded information and to improve the "crash survivability" of this information.

There are presently no Federal Aviation Regulations governing the installation of flight recorders in airplanes. In the past, flight recorders were installed in accordance with policy guidelines set forth in CAM 4b.606-2. In Notice 65-4, published in 30 F.R. 2468 on February 25, 1965, the Agency proposed to update the policy material and to incorporate it into Part 25. The proposed requirements generally followed the installation requirements for cockpit voice recorders.

The amendments set forth herein after are based on, and reflect the pertinent comments concerning, Notice 65-4. Except as modified by the following discussion, the reasons for these amendments are those contained in the notice.

1. Amendments to Part 25: In connection with the foregoing, the proposed rule has been changed in response to comments received, to permit the first pilot's compass system to be used as a recorder data source. Moreover, the proposal has been revised to make it clear that it is the data obtained from "sources other than the first pilot's instrument system" that must meet the specified accuracy requirements rather than the recorded data. In addition, the regulation has been changed to permit the flight recorder to be connected to the same central air data systems (CADS) as the first pilot's instrument system, notwithstanding the provisions of § 25.1333. The Agency is aware that the accuracy of

recorder information would be improved if the recorder used the CADS for data input.

Certain of the comments received regarding the vertical acceleration sensor requirement were concerned with the necessity of making the required relocation on existing installations within the compliance time specified in the proposed amendment to § 121.343. However, as discussed in more detail hereinafter, the June 1, 1966, compliance date has been substantially extended, therefore the affected operators should have sufficient time to make the necessary change. Moreover, the Agency is aware that with respect to at least one flight recorder, the manufacturer has issued a service bulletin containing the necessary design data for a remote "g" sensor modification. The Agency is aware of the expense involved in the relocation of a "g" sensor. However, the Agency is also aware that the true vertical acceleration of the airplane can only be measured directly when the sensor for the acceleration is located within the center of gravity (c.g.) range of the airplane. The extent of the "g" error for other sensor locations is great enough to warrant a direct measurement requirement, notwithstanding the expense involved.

In response to comments concerning the scope of the preflight recorder check required in this amendment, the Agency has revised the proposal to make it clear that a means for a preflight check of the recorder for proper tape movement is all that is required.

Numerous comments were received concerning the proposed requirement for recorder location. In this connection, the comments pointed out that locating the recorder aft of the fuselage pressure bulkhead would adversely affect the recorder system accuracy and would be an undue burden because of the expense involved. Other comments were concerned with the fact that not enough space would be provided for a practical recorder installation beyond the pressure envelope, that such a location would be difficult with respect to "swing tail" airplanes, and that hydraulic fluid vapors which are sometimes present in the unpressurized areas, may seriously affect recorder operation. Finally, it was pointed out that the proposed location for flight recorders was inconsistent with the voice recorder location requirements.

While the Agency generally agrees with the comments concerning the requirement to locate the flight recorder aft of the pressurized compartment, it does not believe that recorder accuracy would suffer from such a location. However, the additional expense in locating the recorder within the unpressurized area together with the problem of limited

space, the problem associated with "swing tail" airplanes, and the possible adverse effects of hydraulic fluid vapors on the recorder, provide a valid argument against such a location. Therefore, the Agency considers it appropriate to relax the proposed requirement and apply standards consistent with the location requirements applicable to cockpit voice recorders.

In addition to the foregoing, comments were received which stated that recorder survivability may worsen if recorders are located in the aft fuselage and suggesting that the rule permit the installation in radio racks of flight recorders designed for installation in such racks. The Agency is aware, however, of the severe damage incurred by recorders located in the fuselage center section, and forward, of airplanes involved in accidents, while on the other hand, accidents have occurred in which only the aft fuselage and tail section escaped substantial damage. As indicated in Notice 65-4, experience has shown that a nonejectable record container stands the best chance of surviving crash impact forces if it is installed in the aft fuselage area.

In response to the comments from various operators objecting to the correlation test requirement as proposed, the final rule has been expanded in an effort to more clearly state the scope of the tests required. Moreover, based on correlation tests conducted by the Agency in flight and on the ground, the final rule expressly permits the correlation tests to be conducted on the ground. Some of the comments objected to the proposed correlation tests as being too expensive. However, it appears that these comments were made in the belief that the correlation tests had to be conducted in flight. Now, since the tests may be conducted on the ground, with effective programming they could be accomplished during the down-periods of the airplanes.

With respect to the proposed requirement that correlation data be included in the Airplane Flight Manual, the Agency now considers that in view of the nature of this data and since it is subject to change, it should not be incorporated in the Airplane Flight Manual. However, since this data is necessary for the proper interpretation of the flight-recorded information in the event of an airplane accident, it should be retained by the operators.

2. Amendments to Part 121: As previously referred to in the discussions concerning the amendments to Part 25, in the light of the numerous comments received concerning the proposed amendment to § 121.343, the Agency has determined that the proposed compliance date of June 1, 1966, is not realistic. However, the Agency does not agree with the opinion expressed by some of the commentators that 3 years should be allowed for compliance. After a thorough consideration of all the comments, views, and arguments presented concerning this matter, the Agency considers that a compliance date of December 15, 1967, allows the operators a reasonable period of time in which to make the required modifications.

In addition to the changes in the proposed amendment to § 121.343 previously discussed, the final rule requires the operators to retain the most recent flight recorder calibration, including the medium containing such calibration, and the recorder correlations. Consistent with Notice 65-4, under the amendments contained herein, the Part 121 operators as well as the airplane manufacturers would be required to correlate flight recorder readings of airspeed, altitude, and headings, with the corresponding readings (taking into account correction factors) of the first pilot's instruments. Such a correlation can only be accomplished after the flight recorder and the pilot's instruments have been calibrated. Thus, in order to conduct the correlations required in the amendments to Parts 25 and 121, both the manufacturers of new production airplanes and the operators must make the necessary calibrations. It was proposed that this information be incorporated in the Airplane Flight Manual. However, for the reasons set forth in the discussion concerning the amendments to Part 25, it has been determined that this information should be retained by the operators. This should impose no additional burden on any operator since it merely requires them to retain data that they must, in any event, prepare for their existing airplanes, and to retain data which has already been prepared by the airplane manufacturer on new production airplanes rather than incorporate such data in the Airplane Flight Manual. The Agency is aware that the air carriers currently retain their calibration data.

3. Amendments to Part 37: One of the comments received concerning the proposed change to the minimum performance standards for flight recorders under the Technical Standard Order system recommended that the impact tests for type III recorders include a height of drop or velocity of impact requirement. In this connection, it was recommended that type III recorders be subjected to a 50-foot drop. However, the recommended drop test has not been incorporated in the final amendment. In the first place, Notice 65-4 proposed only to amend the impact requirements for types I and II recorders. Moreover, the comment did not submit data to support the proposed arbitrary values and the present standard permits the applicant to perform rational tests taking into consideration the features of his device, including airplane attitude, which could result in impact velocities greatly different from a single arbitrary value.

There was also comment to the effect that the proposed impact shear force test requirements for flight recorders should provide more detail test procedures. The Agency considers that the proposal is adequate but that the test is really a test of penetration resistance rather than impact shear. The title to the proposed section 7.8.3 has been appropriately changed. Furthermore, in order to advise manufacturers of the purpose of the tests, the Agency has incorporated a clarifying Note in the final standard.

In response to comments received, the Agency has investigated the prospects of installing a gamma radiation source in, or on, a flight recorder to assist in locating it after a crash. However, it appears that an impracticable and unsafe level of radioactivity would be required to overcome energy loss and permit detection through the amount of earth or water likely to surround the recorder.

There was also comment recommending that only ejectable and floatable recorders provided with a radio homing beacon be specified. This comment advocates the mandatory use of type III recorders only. However, there are no type III recorders fully developed and approved for use on air carrier aircraft as yet. Furthermore, the type I and type II recorders have provided useful information in a majority of accidents. With improved crash resistance, they should be even more successful. With respect to the inclusion of a radio beacon device, the Agency considers that such a beacon might be appropriate for type III recorders but not for the nonejectable types. However, the Agency considers that the intent of the proposal has merit and warrants further consideration.

A comment concerning the proposed performance standards suggested that the requirement for a breakaway mounting designed to yield or sever at applied loads be considered. It is assumed that this comment refers to the possible alleviating effect of a failure of the recorder mounting fixture allowing separation from the aircraft structure when the recorder case is subjected to a large external force or blow. This appears reasonable and the proposed test does not preclude testing the unit as installed in its external mountings.

It was also suggested that the proposed revisions to sections 7.8.3 and 7.8.4 should be changed to make it clear that the standards apply only to types I and II recorders. This is, of course, what the Agency intended and the sections have been clarified as suggested. Moreover, the provisions of section 7.8.3 have been clarified to specify the exact area of test bar contact. As now written, the standard would permit the use of other than a cylindrical bar.

Finally, the performance standards have been amended to require the manufacturer of the recorders to finish the exterior of the recorders in a bright orange or bright yellow color. While not covered in Notice 65-4, this should impose no additional burden on the recorder manufacturers since a bright yellow or orange color is already an installation requirement in Part 25.

The amendment to § 37.150 as contained herein sets forth the entire minimum performance standard for aircraft flight recorders revised as proposed in Notice 65-4 and as discussed in this preamble.

(Secs. 313(a), 601, 603, 604, 605, and 607, Federal Aviation Act of 1958; 49 U.S.C. 1354, 1421, 1423, 1424, 1425, and 1427)

In consideration of the foregoing, Chapter I of Title 14 of the Code of Federal Regulations is amended as herein-after set forth effective February 5, 1966.

Issued in Washington, D.C., on December 29, 1965.

WILLIAM F. MCKEE,
Administrator.

1. Part 25 is amended by adding a new § 25.1459 to read as follows:

§ 25.1459 Flight recorders.

(a) Each flight recorder required by the operating rules of this chapter must be installed so that—

(1) It is supplied with airspeed and altitude data obtained from sources other than the first pilot's flight instrument systems except that, notwithstanding the requirements of § 25.1333(b), the flight recorder may be connected to the same air data computer as the first pilot's flight instruments. The sources from which the data are obtained must meet the accuracy requirements of §§ 25.1323, 25.1325, 25.1327, as appropriate;

(2) The vertical acceleration sensor is rigidly attached, and located longitudinally either within the approved center of gravity limits of the airplane, or at a distance forward or aft of these limits that does not exceed 25 percent of the airplane's mean aerodynamic chord;

(3) It receives its electrical power from the bus that provides the maximum reliability for operation of the flight recorder without jeopardizing service to essential or emergency loads; and

(4) There is an aural or visual means for preflight checking of the recorder for proper recorder tape movement.

(b) Each nonejectable record container must be located and mounted so as to minimize the probability of container rupture resulting from crash impact and subsequent damage to the record from fire. In meeting this requirement the record container must be located as far aft as practicable, but need not be aft of the pressurized compartment, and may not be where aft-mounted engines may crush the container upon impact.

(c) A correlation must be established between the flight recorder readings of airspeed, altitude, and heading and the corresponding readings (taking into account correction factors) of the first pilot's instruments. The correlation must cover the airspeed range over which the airplane is to be operated, the range of altitude to which the airplane is limited, and 360 degrees of heading. Correlation may be established on the ground as appropriate.

(d) Each recorder container must be either bright orange or bright yellow.

2. Section 121.343 of Part 121 is amended by adding a paragraph (d) reading as follows:

§ 121.343 Flight recorders.

* * * * *

(d) After December 15, 1967, each flight recorder must be installed in accordance with the requirements of § 25.1459 of Part 25 of this chapter. The most recent instrument calibration, including the recording medium from which this calibration is derived, and the recorder correlation, must be retained by the certificate holder.

3. Section 37.150 of Part 37 is amended to read as follows:

§ 37.150 Aircraft flight recorder—TSO—C51a.

(a) *Applicability.* This technical standard order prescribes minimum performance standards that aircraft flight recorders must meet in order to be identified with the applicable TSO marking. New models of flight recorders that are to be identified and that are manufactured on or after the effective date of this section must meet the Minimum Performance Standard for Aircraft Flight Recorders set forth at the end of this section.

(b) *Marking.* In addition to the markings required by § 37.7, the rating (nominal voltage and wattage) must also be marked on the recorder.

(c) *Data requirements.* The manufacturer must furnish the Chief, Engineering and Manufacturing Branch (in the case of the Western Region, the Chief, Aircraft Engineering Division), Flight Standards Division, Federal Aviation Agency, in the region where the manufacturer is located, the following technical data:

(1) Six copies of the manufacturer's operating instructions, equipment limitations, and installation procedures.

(2) One copy of the manufacturer's test report.

MINIMUM PERFORMANCE STANDARD
FOR
AIRCRAFT FLIGHT RECORDER

1. *Purpose.* To establish minimum requirements for approved Aircraft Flight Recorders to be used in aircraft primarily for accident analysis, the operation of which may subject the recorder to environmental conditions specified in section 3.

2. *Scope.* This standard covers three basic types of aircraft flight recorders for recording time, air speed, altitude, vertical acceleration, and heading. The intelligence received by the record medium can be from direct and/or remote sensors.

2.1 *Definition of the types.* Type I—Nonejectable; Type II—Nonejectable, restricted to any location more than one-half of the wing root chord from the main wing structure through the fuselage and from any fuel tanks; Type III—Ejectable, unrestricted location.

3. *General requirements.*

3.1 *Environmental conditions.* The following conditions have been established as design requirements only. Tests shall be conducted as specified in sections 5, 6, and 7.

3.1.1 *Temperature.* When installed in accordance with the instrument manufacturer's instructions, the recorder shall function over the range of ambient temperature shown in column A below and shall not be adversely affected by exposure to the range of temperature shown in column B below:

Instrument location	A	B
Heated areas (temperature controlled).....	-30 to 50C	-65 to 70C
Unheated areas (temperature uncontrolled).....	-55 to 70C	-65 to 70C

3.1.2 *Humidity.* The recorder shall function and shall not be adversely affected when exposed to any relative humidity in the range from 0 to 95 percent at a temperature of approximately 32° C.

3.1.3 *Vibration.* When installed in accordance with the instrument manufacturer's instructions, the recorder shall function properly and shall not be adversely

affected when subjected to vibrations of the following characteristics:

Recorder location in airframe	Cycles per sec.	Max. double amplitude (inches)	Max. acceleration
Airframe structure mounted.....	5-500	0.036	10g

3.1.4 *Altitude.* The recorder shall function and shall not be adversely affected when subjected to a pressure and temperature range equivalent to -1,000 to 50,000 feet standard altitude, per NACA Report No. 1235, except as limited by the application of paragraph 3.1.1. The recorder shall not be adversely affected following exposure to extremes in ambient pressures of 50 and 3 in. Hg. absolute.

3.1.5 *Radio interference.* The recorder shall not be the source of objectionable interference, under operating conditions at any frequencies used on aircraft, either by radiation or feedback, in electronic equipment installed in the same aircraft as the recorder.

3.1.6 *Magnetic effect.* The magnetic effect of the recorder shall not adversely affect the operation of the other instruments installed in the same aircraft.

4. *Detail requirements.*

4.1 *Recording medium.* The record medium shall conform to the following requirements:

a. The recording medium of recorders employing mechanical inscribed markings shall advance at a rate of not less than 6 inches per hour, and that of recorders employing other means of recording shall advance at a rate sufficient to permit resolution within the accuracy prescribed in section 4.3.

b. The recording medium shall provide a recording of the required data for at least the total elapsed operating time of a flight for which the aircraft might be used.

c. The recording medium shall not be subject to deterioration or distortion of the recorded data within the limits specified herein.

4.2 *Recording intervals and ranges.*

a. Time: The time lapse shall be recorded at intervals of not more than 1 minute.

b. Pressure altitude: -1,000 to 50,000 feet of standard atmosphere pressures, and shall be recorded at intervals of not more than one second.

c. Vertical acceleration: +6 to -3g, and shall be recorded at intervals of not more than 1/10 of 1 second, or at intervals of 1 second in which peak accelerations are recorded.

d. Air speed: 100 to 450 knots IAS, and shall be recorded at intervals of not more than one second.

e. Heading: 360 degrees azimuth, and shall be recorded at intervals of not more than one second.

4.3 *Record resolution.* The record resolution shall be such that the data can be analyzed with the accuracy specified in section 6.

4.4 *Record protection.* The recorder shall be of such design that the recorded data will be protected against damage by fire, impact, and water within the limits specified herein.

4.5 *Pressure altitude.* The terms of pressure altitude shall conform to tables I and II.

4.6 *Air speed.* The terms of air speed shall conform to table III.

4.7 *Power variations.* All units shall properly function with +10 percent to -20 percent variation in DC voltage and/or ±10 percent variation in a.c. voltage and ±5 percent in frequency, provided the a.c. voltage and frequency vary in the same direction. The recorder shall not be damaged when subjected to lower voltages.

4.8 Power malfunction indication. A means shall be provided for indicating when adequate power is not being received by the recorder for proper operation.

4.9 Automatic ejection. The automatic ejection provision of Type III recorders, including the structure holding the ejectable portion, shall be capable of operating when subjected to inertia loads corresponding to an acceleration of 6g's acting in any direction.

5. Test conditions.

5.1 Atmospheric conditions. Unless otherwise specified all tests required by this standard shall be conducted at an atmospheric pressure of approximately 29.92 inches of mercury and at an ambient temperature of approximately 25° C. When tests are conducted with the atmospheric pressure or the temperature substantially different from these values, allowance shall be made for the variation from the specified conditions.

5.2 Vibration (to minimize friction). Unless otherwise specified all tests for performance may be made with the recorder subjected to a vibration of 0.002 to 0.005 inch double amplitude at a frequency of 1,500 to 2,000 cycles per minute. The term double amplitude as used herein indicates total displacement from positive maximum to negative maximum.

5.3 Vibration equipment. Vibration equipment shall be used which will provide frequencies and amplitudes consistent with the requirements of section 3.1.3 with the following characteristics:

5.3.1 Linear motion vibration. Vibration equipment for testing airframe structure-mounted recorders of portions thereof shall be such as to allow vibration to be applied along each of three mutually perpendicular axes of the test specimen.

5.3.2 Circular motion vibration. Vibration equipment for testing shock-mounted recorders of portions thereof shall be such that a point on the case will describe, in a plane inclined 45 degrees to the horizontal plane, a circle, the diameter of which is equal to the double amplitude.

5.4 Position. All tests shall be conducted with the recorder mounted in its normal operating position.

5.5 Test voltage. All tests for performance shall be conducted at the voltage rating recommended by the manufacturer.

5.6 Power conditions. All tests for performance shall be conducted at the power rating recommended by the manufacturer.

6. Allowable record errors.

6.1 Altitude record error. The recorder shall be tested for allowable error at the test points specified in table I on decreasing and increasing pressure. The rate of change in pressure during this test shall not be less than 3,000 feet per minute. On decreasing pressure, the pressure shall be brought down to, but shall not exceed, the specified test point. On increasing pressure, the pressure shall be brought up to, but shall not exceed, the specified test point. Within 1 minute after applying the specified pressure, the error in the record shall not exceed the tolerance values indicated in table I for each test point.

6.2 Acceleration record error. The acceleration error shall not exceed plus or minus 0.2G in a stabilized condition, and the total error in following a single, triangular, acceleration-pulse of one-half second duration or greater, shall be no more than 10 percent of the acceleration. (An analytical evaluation is considered acceptable.)

6.3 Time scale record error. The time lapse error shall not exceed plus or minus 1.0 percent during an 8-hour period.

6.4 Air speed record error. The recorder shall be tested for allowable error at the test points specified in table III on increasing and decreasing speeds. The allowable error shall not exceed the tolerance value specified in table III.

6.5 Heading record error. The heading record error shall not exceed plus or minus 2 degrees when measured at 15 degree intervals over 360 degrees in azimuth. This error is the difference between the sensor and the recorder.

7. Performance tests. The following tests, in addition to any others deemed necessary by the manufacturer, shall be the basis for determining compliance with the performance requirements of this standard.

7.1 Room temperature. The recorder shall be tested at room temperature to determine compliance with the requirements under section 6.

7.2 Low temperature. The recorder shall be subjected to an ambient temperature of minus 55° C. for 5 hours and while still exposed to this temperature it shall be tested to determine compliance with the requirements under section 6.

7.3 High temperature. The recorder shall be subjected to an ambient temperature of 50° C. for 5 hours and while still exposed to this temperature it shall be tested to determine compliance with the room temperature accuracies under section 6.

7.4 Extreme temperature exposure. The recorder, after exposure to an ambient temperature of 70° C. for 24 hours followed by exposure to -65° C. for 24 hours followed immediately by exposure to room temperature for not more than 3 hours, shall meet the requirements of section 7.1. There shall be no evidence of damage as a result of exposure to the extreme temperatures.

7.5 Hysteresis. Not more than 15 minutes after the altitude sensor has been first subjected to the pressure corresponding to standard altitude of 50,000 feet, the pressure shall be increased at a rate corresponding to a decrease in altitude of not less than 3,000 feet per minute until the pressure corresponding to 25,000 is reached. Within 10 seconds the error shall not exceed the room temperature error at this test point by more than 100 feet. The altitude sensor shall remain at this pressure for not more than 15 minutes before the test to determine compliance with table II is made, after which the pressure shall be further increased at the above rate until the pressure corresponding to 20,000 feet is reached. The altitude sensor shall remain at this pressure for not more than 10 minutes before the test to determine compliance with table II is made. The pressure shall be further increased at the above rate until atmospheric pressure is reached.

7.6 After effect. Not more than 5 minutes after the completion of the hysteresis test, the altitude record shall have returned to its original recording, corrected for any change in atmospheric pressure, within the tolerance shown in table II.

7.7 Vibration.

7.7.1 Resonance. The recorder, while operating, shall be subjected to a resonant frequency survey of the appropriate range specified in section 3.1.3 in order to determine if there exists any resonant frequencies of the parts. The amplitude used may be any convenient value that does not exceed the maximum double amplitude and the maximum acceleration specified in section 3.1.3.

The recorder shall then be subjected to a vibration at the appropriate maximum double amplitude or maximum acceleration specified in section 3.1.3 at the resonant frequency for a period of 1 hour in each axis or with circular motion vibration, whichever is applicable. When more than one resonant frequency is encountered with vibration applied along any one axis, a test period may be accomplished at the most severe resonance, or the period may be divided among the resonant frequencies, whichever shall be considered most likely to produce failure. The test period shall not be less than one-half hour at any resonant mode. When resonant frequencies are not apparent within

the specified frequency range, the recorder shall be vibrated for 2 hours in accordance with the vibration requirements of section 3.1.3 at the maximum double amplitude and the frequency to provide the maximum acceleration.

7.7.2 Cycling. The recorder, while operating, shall be tested with the frequency cycled between limits specified in section 3.1.3 in 15-minute cycles for a period of 1 hour in each axis at an applied double amplitude specified in section 3.1.3 or an acceleration specified in section 3.1.3, whichever is the limiting value. After the completion of this vibration test, no damage shall be evident and the recorder shall meet the requirements of section 6.

7.8 Humidity, water, impact, penetration resistance, static crush, and fire protection tests. The humidity, impact, penetration resistance, static crush, and fire protection tests shall be made in the following sequence on the same recorder without the need for repairs.

7.8.1 Humidity. The recorder shall be mounted in a chamber maintained at a temperature of 70±2° C. and a relative humidity of 95±5 percent for a period of 6 hours. After this period the heat should be shut off and the recorder should be allowed to cool for a period of 18 hours in this atmosphere in which the humidity rises to 100 percent as the temperature decreases to not more than 38° C. This complete cycle should be conducted fifteen (15) times. Immediately after cycling, the recorder shall be subjected to the Record Error Tests of section 6.

7.8.2 Impact. The intelligence on the record medium shall be capable of being analyzed after the recorder has been subjected to the following impact shock: Types I and II—Half sine wave impact shocks applied to each of the three main orthogonal axes and having a peak acceleration magnitude of 1,000 g with a time duration of at least 5 milliseconds. Type III—Acceleration not less than the shocks developed on contact with a horizontal rock surface, considering the direction of ejection and any provisions for alleviation of shock. With regard to the former, the aircraft shall be assumed to be tilted at least 30 degrees from horizontal in the most critical direction.

7.8.3 Penetration resistance (Type I and II recorders only). The intelligence on the record medium shall be capable of being analyzed after the recorder has been subjected to an impact force equal to a 500-pound steel bar which is dropped from a height of 10 feet to strike each side of the enclosure in the most critical plane. The point of contact of the bar shall have an area that is no greater than 0.05 square inches. The longitudinal axis of the bar shall be vertical at the time of impact. Note: The objective of this test is to achieve protection of the record medium from possible damage caused by airframe structural members striking the recorder case during crash impact.

7.8.4 Static crush (Type I and II recorders only). The intelligence on the record medium shall be capable of being analyzed after the recorder has been subjected to a static crush force of 5,000 pounds applied continuously, but not simultaneously to each of the three main orthogonal axes for a test period of 5 minutes.

7.8.5 Fire protection. The record medium shall remain intact so that the intelligence can be analyzed after the recorder is exposed to flames of 1100° C. enveloping at least 50 percent of the outside area of the case for the following periods of time: Type I—30 minutes; Type II—15 minutes; Type III—1.5 minutes.

7.8.6 Water protection. The intelligence on the record medium shall be capable of remaining permanent and reproducible after the record medium has been immersed in seawater for 36 hours.

7.9 *Position error.* The recorder shall meet the following requirements when turned from its normal operating position through 90° forward and back, and left and right where applicable:

- a. Time: Section 6.3.
- b. Altitude: Section 6.1, except that the tolerance may be increased by 25 feet.
- c. Acceleration: Section 6.2.
- d. Air speed: Section 6.4.
- e. Heading: Section 6.5.

7.10 *Dielectric.* The insulation shall be subjected to a dielectric test with an RMS voltage at a commercial frequency applied for a period of 5 seconds, equivalent to five times normal circuit operating voltage, except where circuits include components for which such a test would be inappropriate, the test voltage shall be 1.25 times normal circuit operating voltage. The insulation resistance shall not be less than 20 megohms at that voltage.

7.11 *Automatic ejection means.* The automatic ejection means for Type III recorders shall be tested to demonstrate that it is capable of ejecting the recorder from its mounting when subjected to forward acting inertia loads of 5g's to 6g's.

8.0 *Recorder color.* The exterior surface of the recorder must be finished in either a bright orange or a bright yellow color.

TABLE I—ALTITUDE RECORD ERROR TABLE

Standard altitude (feet)	Equivalent pressure mercury		Tolerance, feet plus or minus	
	MM	IN. HG	Room temp. sec. 6.1	Low temp. sec. 7.1
-1,000	787.9	31.02	100	150
-500	773.8	30.47	100	-----
0	760.0	29.92	100	150
500	746.4	29.39	100	-----
1,000	732.9	28.86	100	-----
1,500	719.7	28.33	100	-----
2,000	706.6	27.82	100	-----
3,000	681.1	26.81	125	-----
4,000	656.3	25.84	150	210
6,000	609.0	23.98	150	250
8,000	564.4	22.22	150	-----
10,000	522.6	20.58	150	-----
12,000	483.3	19.03	180	350
14,000	446.4	17.57	210	-----
16,000	411.8	16.21	240	-----
18,000	379.4	14.94	270	450
20,000	349.1	13.75	300	-----
22,000	320.8	12.63	335	-----
25,000	281.9	11.10	375	560
30,000	225.6	8.88	450	600
35,000	178.7	7.04	525	730
40,000	140.7	5.54	600	800
50,000	87.3	3.44	700	-----

TABLE II—ALTITUDE TEST TABLE

Tests	Reference section	Tolerance in feet
Hysteresis:	7.4	-----
First test point 25,000.....	-----	*90
Second test point 20,000.....	-----	*90
After effect test.....	7.5	50

*In excess of the room temperature error.

TABLE III—AIRSPEED RECORD ERROR TABLE

Standard airspeed (knots)	Tolerance, knots plus or minus	
	Room temp. sec. 6.1	Low temp. sec. 7.1
100	10	12
150	10	12
200	10	12
250	10	12
300	10	12
350	10	12
400	10	12
450	10	12

[F.R. Doc. 66-111; Filed, Jan. 5, 1966; 8:45 a.m.]

[Docket No. 7017; Amdt. 39-178]

PART 39—AIRWORTHINESS DIRECTIVES

Curtiss-Wright Model C-46 Airplanes

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring repair or replacement of the main hydraulic accumulator on Curtiss-Wright Model C-46 airplanes was published in 30 F.R. 14330.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

CURTISS-WRIGHT. Applies to Model C-46 airplanes.

Compliance required as indicated.

To prevent further failures of the main hydraulic accumulator, Vickers P/N AA-14008, accomplish the following:

(a) Unless already accomplished within the last 2,200 hours' time in service, within the next 300 hours' time in service after the effective date and thereafter at intervals not to exceed 2,500 hours' time in service from the last overhaul, overhaul the main hydraulic accumulator, Vickers P/N AA-14008 in accordance with Vickers Service Data 910148 dated March 15, 1957, or FAA-approved equivalent, and inspect the rim mating threads by magnafix, zygo, or other equivalent means. If cracks are found, before further flight, replace the accumulator with Vickers P/N's AA-14008, AA-14009, AA-14013, or an FAA-approved equivalent.

(b) The periodic reinspection and overhaul required by paragraph (a) may be discontinued upon replacement of Vickers P/N AA-14008 accumulator by P/N's AA-14009, AA-14013, or an FAA-approved equivalent.

(c) Upon request of the operator, an FAA maintenance inspector, subject to prior approval of the Chief, Engineering and Manufacturing Branch, FAA Southern Region, may adjust the repetitive overhaul intervals or overhaul requirements specified in this AD, if the request contains substantiating data to justify a change.

(Secs. 313(a), 601 and 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, and 1423)

This amendment becomes effective February 5, 1966.

Issued in Washington, D.C., on December 30, 1965.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[F.R. Doc. 66-112; Filed, Jan. 5, 1966; 8:45 a.m.]

[Docket No. 7005; Amdt. 39-177]

PART 39—AIRWORTHINESS DIRECTIVES

de Havilland Model 104 Dove Series Airplanes

Amendment 3 (23 F.R. 439), AD 57-20-2, requires replacement of the pistons

in Dunlop pneumatic retraction jacks fitted to the main and nose landing gear assemblies on de Havilland Model 104 Dove Series airplanes. A proposal to amend Part 39 of the Federal Aviation Regulations to include a new airworthiness directive superseding Amendment 3 to provide for a permanent repair of affected pneumatic retraction jacks and to have the compliance time stated in hours' time in service was published in 30 F.R. 14017.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

DE HAVILLAND. Applies to all Model 104 Dove Airplanes with Serial Numbers through 04504.

Compliance required as indicated.

To prevent further cracking of pistons P/N AHO.19742, installed in Dunlop pneumatic retraction jacks (cylinders) P/N AH.8463 and P/N AC.11130, fitted to the main and nose landing gear assemblies, accomplish the following:

(a) Unless already accomplished, replace piston P/N AHO.19742 in the pneumatic retraction jacks P/N AH.8463 and P/N AC.11130 on all airplanes that have accumulated 10,000 hours' time in service and thereafter at intervals not to exceed 10,000 hours' time in service.

(b) Replacement of the pistons required in (a) may be discontinued after installation of de Havilland Modification No. 1144 which provides jacks with pistons that have an increased service life.

(de Havilland Service Technical News Sheet TMS Series C.T.(104), Issue 2, dated July 11, 1960, covers this subject.)

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, and 1423)

This supersedes Amendment 3 (23 F.R. 439), AD 57-20-2.

This amendment becomes effective February 5, 1966.

Issued in Washington, D.C., on December 30, 1965.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[F.R. Doc. 66-113; Filed, Jan. 5, 1966; 8:45 a.m.]

[Airspace Docket No. 65-WE-46]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Control Zones and Designation of Transition Area

DECEMBER 23, 1965.

On August 19, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 10298) stating that the Federal Aviation Agency proposed to alter the controlled airspace in the Seattle, Wash., terminal area. Subsequent to the publication of the notice, it was determined that addi-

tional controlled airspace would be required and a supplemental notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 12416) on September 29, 1965.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001, e.s.t., March 3, 1966, as hereinafter set forth:

1. In § 71.171 (29 F.R. 17622), the Olympia, Wash., control zone is amended to read:

OLYMPIA, WASH.

Within a 5-mile radius of Olympia Municipal Airport (latitude 46°58'15" N., longitude 122°54'00" W.); within 2 miles each side of the Olympia VORTAC 195° radial, extending from the 5-mile radius zone to 5.5 miles S of the VORTAC, and within 2 miles each side of the Olympia VORTAC 007° radial, extending from the 5-mile radius zone to 5.5 miles N of the VORTAC.

2. In § 71.171 (29 F.R. 17599), the Fort Lewis, Wash., control zone is amended to read:

FORT LEWIS, WASH.

Within a 5-mile radius of Gray AAF, Fort Lewis, Wash. (latitude 47°04'55" N., longitude 122°34'55" W.), excluding the portions within the Tacoma, Wash. (McChord AFB), control zone and the portion E of a line 2 miles W of and parallel to the McChord AFB VOR 182° radial.

3. In § 71.171 (30 F.R. 2257), the Tacoma, Wash. (Tacoma Industrial Airport), control zone is amended to read:

TACOMA, WASH. (TACOMA INDUSTRIAL AIRPORT)

Within a 5-mile radius of Tacoma Industrial Airport (latitude 47°15'55" N., longitude 122°34'40" W.), excluding the portion E of a line 2 miles E of and parallel to the 009° bearing from the Gray AAF RBN; within 2 miles each side of the 009° bearing from the Gray AAF RBN, extending from the 5-mile radius zone to 1 mile N of the RBN, excluding the portion within the McChord AFB control zone, and within 2 miles each side of the 187° bearing from the Tacoma Industrial RBN, extending from the 5-mile radius zone to 1 mile S of the RBN. The control zone will be effective during the times established in advance by a Notice to Airmen continuously published in the Airman's Information Manual.

4. In § 71.171 (29 F.R. 17636), the Tacoma, Wash. (McChord AFB), control zone is amended to read:

TACOMA, WASH. (MCCHORD AFB)

Within a 5-mile radius of McChord AFB (latitude 47°08'20" N., longitude 122°28'30" W.), excluding the portion SW of a line extending from latitude 47°09'12" N., longitude 122°35'15" W., to latitude 47°04'15" N., longitude 122°31'15" W.; within 2 miles each side of the McChord AFB VOR 182° radial, extending from the 5-mile radius zone to 7 miles S of the VOR and within 2 miles each side of the McChord AFB ILS localizer S course, extending from the 5-mile radius zone to 1 mile N of the McChord RBN.

5. In § 71.171 (29 F.R. 17633), the Seattle, Wash. (NAS Seattle), control zone is amended to read:

SEATTLE, WASH. (NAS SEATTLE)

Within a 5-mile radius of NAS Seattle (latitude 47°40'50" N., longitude 122°15'10" W.), excluding the portion W of longitude 122°19'30" W.; within a 1-mile radius of Kenmore Air Harbor, Seattle, Wash. (latitude 47°45'25" N., longitude 122°15'25" W.); within 2 miles each side of the NAS Seattle TACAN 336° radial, extending from the 5-mile radius zone to 6.5 miles N of the TACAN, and within 2 miles each side of the NAS Seattle TACAN 175° radial, extending from the 5-mile radius zone to 5.5 miles S of the TACAN. The portions within the Seattle (Boeing Airport) control zone are excluded.

6. In § 71.171 (29 F.R. 17633), the Seattle, Wash. (Seattle-Tacoma International Airport), control zone is amended to read:

SEATTLE, WASH. (SEATTLE-TACOMA INTERNATIONAL AIRPORT)

That airspace bounded by a line beginning at latitude 47°29'20" N., longitude 122°13'33" W., thence to latitude 47°28'09" N., longitude 122°13'33" W., thence to latitude 47°27'00" N., longitude 122°11'50" W., thence clockwise along the arc of a 5-mile radius circle centered on Seattle-Tacoma International Airport (latitude 47°26'50" N., longitude 122°18'30" W.) to latitude 47°29'30" N., longitude 122°23'10" W., thence to point of beginning, and within 2 miles each side of the 360° bearing from the Seattle-Tacoma ILS LOM, extending from the 5-mile radius arc to the LOM.

7. In § 71.171 (29 F.R. 17633), the Seattle, Wash. (Boeing Airport), control zone is amended to read:

SEATTLE, WASH. (BOEING AIRPORT)

That airspace bounded by a line beginning at latitude 47°34'10" N., longitude 122°12'40" W., thence to latitude 47°32'10" N., longitude 122°12'40" W., thence to latitude 47°31'27" N., longitude 122°13'33" W., thence to latitude 47°29'20" N., longitude 122°13'33" W., thence to latitude 47°29'20" N., longitude 122°23'10" W., thence clockwise along an arc of a 5-mile radius circle centered on Boeing Airport (latitude 47°31'45" N., longitude 122°18'00" W.) to point of beginning, and within 2 miles each side of the 150° bearing from the Boeing ILS LOM, extending from the 5-mile radius arc to 2 miles SE of the LOM.

8. In § 71.171 (29 F.R. 17628), the Renton, Wash., control zone is amended to read:

RENTON, WASH.

That airspace bounded by a line beginning at latitude 47°32'10" N., longitude 122°12'40" W., thence clockwise along an arc of a 3-mile radius circle centered on the Renton Municipal Airport (latitude 47°29'35" N., longitude 122°12'50" W.) to latitude 47°27'00" N., longitude 122°11'50" W., thence to latitude 47°28'09" N., longitude 122°13'33" W., thence to latitude 47°31'27" N., longitude 122°13'33" W., thence to point of beginning. The control zone is effective from 0700 to 2300 hours local time, daily.

9. In § 71.171 (29 F.R. 17597), the Everett, Wash., control zone is amended to read:

EVERETT, WASH.

Within a 5-mile radius of Paine Field, Everett, Wash. (latitude 47°54'40" N., longitude 122°16'50" W.); within 2 miles each side of the Paine VOR 356° radial, extending from the 5-mile radius zone to 8 miles N of the VOR and within 2 miles each side of the Paine TACAN 175° radial, extending from the 5-mile radius zone to 6.5 miles S of the TACAN.

10. In § 71.181 (29 F.R. 17643), the following transition area is added:

SEATTLE, WASH.

That airspace extending upward from 700 feet above the surface within a 23-mile radius of McChord AFB, Tacoma, Wash. (latitude 47°08'20" N., longitude 122°28'30" W.); within a 23-mile radius of the Seattle VORTAC; within a 10-mile radius of Olympia VORTAC, within 2 miles each side of the Olympia VORTAC 170° radial, extending from the 10-mile radius area to 12 miles S of the VORTAC, within 2 miles each side of the Olympia VORTAC 195° radial, extending from the 10-mile radius area to 14 miles S of the VORTAC, and within 2 miles each side of the Olympia VORTAC 269° radial, extending from the 10-mile radius area to 14 miles W of the VORTAC; within a 23-mile radius of latitude 47°39'30" N., longitude 122°25'00" W.; within an 8-mile radius of Kitsap County Airport, Bremerton, Wash. (latitude 47°29'35" N., longitude 122°45'35" W.); that airspace N of Seattle extending from the 23-mile radius area of latitude 47°39'30" N., longitude 122°25'00" W., bounded on the W by longitude 122°30'00" W., on the N by latitude 48°05'00" N., and on the E by longitude 121°55'00" W.; that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 121°35'00" W., on the SE by a line extending from latitude 46°55'00" N., longitude 121°35'00" W., to latitude 46°55'00" N., longitude 121°53'00" W., to latitude 46°45'00" N., longitude 121°53'00" W., on the S by latitude 46°45'00" N., on the W by longitude 123°15'00" W., and on the N by latitude 48°05'00" N., and that airspace SW of Seattle bounded on the S by V-204, on the NW by V-27W and on the E by longitude 123°15'00" W.; that airspace S of Seattle extending upward from 4,500 feet MSL bounded on the E by longitude 122°30'00" W., on the S by latitude 46°25'00" N., on the W by V-99 and on the N by latitude 46°45'00" N.; that airspace SW of Seattle bounded on the SE by V-99, on the SW by the arc of a 37-mile radius circle centered on the Olympia, Wash., VORTAC, and on the N by V-204, and that airspace W of Seattle bounded on the E by longitude 123°15'00" W., on the S by V-27W, on the W by longitude 123°40'00" W., and on the N by a line 7 miles N of and parallel to the N edge of V-27W; that airspace extending upward from 6,500 feet MSL S of Seattle bounded on the E by a line extending from latitude 46°45'00" N., longitude 123°02'00" W., to latitude 46°25'00" N., longitude 123°16'00" W., on the S by latitude 46°25'00" N., and on the W by longitude 123°30'00" W., and on the N by latitude 46°45'00" N.; that airspace SW of Seattle extending upward from 7,000 feet MSL, bounded on the E by longitude 121°53'00" W., on the S by latitude 46°25'00" N., on the W by a line extending from latitude 46°45'00" N., longitude 123°02'00" W., to latitude 46°25'00" N., longitude 123°25'00" W., and on the N by latitude 46°45'00" N.; that airspace W of Seattle extending upward from 8,500 feet MSL, bounded on the E by longitude 123°15'00" W., on the S by a line 7 miles N of and parallel to the N edge of V-27W, on the W by longitude 123°40'00" W., and on the N by latitude 47°30'00" W.; that airspace NW of Seattle extending upward from 9,500 feet MSL bounded on the E by longitude 123°15'00" W., on the S by latitude 47°30'00" N., on the W by longitude 123°40'00" W., and on the N by latitude 48°03'00" N., and that airspace NE of Seattle bounded on the E by longitude 121°00'00" W., on the S by V-2N, on the W by longitude 121°35'00" W., and on the N by latitude 48°00'00" N. The portions within the Portland, Oreg., and Port Angeles, Wash., transition areas are excluded.

(Sec. 307(a), Federal Aviation Act of 1958, as amended; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Los Angeles, Calif., on December 28, 1965.

LEE E. WARREN,
Acting Director.

[F.R. Doc. 66-115; Filed, Jan. 5, 1966;
8:45 a.m.]

[Airspace Docket No. 65-WE-93]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area

DECEMBER 28, 1965.

On November 4, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 13963) stating that the Federal Aviation Agency was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the transition area at The Dalles, Oreg.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001, e.s.t., March 3, 1966, as hereinafter set forth:

§ 71.181 (29 F.R. 17701), The Dalles, Oreg., transition is amended to read:

THE DALLES, OREG.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of The Dalles Municipal Airport (latitude 45°37'05" N., longitude 121°10'05" W.), and within 2 miles each side of the The Dalles VORTAC 270° radial, extending from the 5-mile radius area to the VORTAC; that airspace extending upward from 1,200 feet above the surface within 5 miles N and 8 miles S of The Dalles VORTAC 276° and 096° radials, extending from 7 miles W to 14 miles E of the VORTAC.

(Sec. 307(a), Federal Aviation Act of 1958, as amended; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Los Angeles, Calif., on December 28, 1965.

LEE E. WARREN,
Acting Director, Western Region.

[F.R. Doc. 66-116; Filed, Jan. 5, 1966;
8:45 a.m.]

[Airspace Docket No. 65-WE-92]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Transition Areas and Revocation of Control Area Extension

On October 30, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 13833) stating that the Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations that would alter the controlled airspace in the Ukiah, Calif., area.

Interested persons were afforded an opportunity to participate in the proposed rule making through submission of comments. All comments received were favorable except the Aircraft Owners and Pilots Association questioned the need for that portion of the proposed Ukiah transition area floored at 2,500 feet MSL.

An operational requirement exists for this portion of the proposed transition area to accommodate military training activities. Additional controlled airspace would be provided for transition routing and radar vectoring of these aircraft and relieve traffic congestion on adjacent airways.

The substance of the final rule is the same as proposed in the notice except that reference to the Ukiah VORTAC 110° radial has been corrected to the Fortuna VORTAC 110° radial and more definitive language is used in the description of the Ukiah transition area.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001, e.s.t., March 31, 1966, as hereinafter set forth:

1. In § 71.181 (29 F.R. 17643) the following transition area is added:

UKIAH, CALIF.

That airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Ukiah, Calif., VORTAC bounded on the E by the W edge of V-25, that airspace S of Ukiah bounded on the E by the W edge of V-25, on the S by latitude 38°43'30" N., on the W by longitude 123°23'15" W., and that airspace between the 20- and 24-mile arcs of the Red Bluff, Calif., VORTAC bounded on the NW by the NW edge of V-199 and on the SE by the SE edge of V-25; that airspace extending upward from 7,500 feet MSL between the 24- and 45-mile arcs of the Red Bluff, Calif., VORTAC bounded on the NW by the NW edge of V-199 and on the SE by the SE edge of V-25; that airspace extending upward from 8,500 MSL bounded on the NE by a 45-mile arc of the Red Bluff, VORTAC, on the SE by the SE edge of V-25, on the S and SW by the N edge of V-200 and a 20-mile arc of the Ukiah VORTAC, and on the NW by the NW edge of V-199; that airspace extending upward from 9,500 feet MSL bounded on the SE by the NW edge of V-199, on the W by the E edge of V-27, and on the N by a line 9 miles S of and parallel to the Red Bluff VORTAC 291° and Fortuna VORTAC 110° radials.

2. In § 71.165 (29 F.R. 17579) the following control area extension is revoked.

UKIAH, CALIF.

(Sec. 307(a), Federal Aviation Act of 1958, as amended; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Los Angeles, Calif., on December 29, 1965.

LEE E. WARREN,
Acting Director, Western Region.

[F.R. Doc. 66-117; Filed, Jan. 5, 1966;
8:45 a.m.]

[Airspace Docket No. 65-WE-122]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Revocation of Transition Area

The purpose of this amendment to § 71.181 of the Federal Aviation Regula-

tions is to revoke the Kings Valley, Oreg., transition area.

The Federal Aviation Agency has determined that the Kings Valley transition area is no longer required for air traffic control purposes and therefore is no longer justified as an assignment of controlled airspace. Action is taken herein to revoke this transition area.

Since the change effected by this amendment is less restrictive in nature than the present requirements and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and the amendment may be made effective immediately.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective immediately, as hereinafter set forth:

Section 71.181 (30 F.R. 8826) is amended by revoking the following transition area:

KINGS VALLEY, OREG.

(Sec. 307(a), Federal Aviation Act of 1958, as amended; 49 U.S.C. 1348)

Issued in Los Angeles, Calif., on December 29, 1965.

LEE E. WARREN,
Acting Director, Western Region.

[F.R. Doc. 66-118; Filed, Jan. 5, 1966;
8:45 a.m.]

[Airspace Docket No. 65-PC-2]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Control Zone

On October 16, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 13238) stating that the Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the control zone at Kaneohe, Hawaii, by eliminating the 5,000-foot ceiling of the control zone to conform to the normal control zone description.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments, but no comments were received.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001, e.s.t., March 3, 1966, as hereinafter set forth.

In § 71.171 (29 F.R. 17581), the Kaneohe, Hawaii, control zone is amended to read as follows:

Within a 5-mile radius of MCAS Kaneohe (latitude 21°27'30" N., longitude 157°46'30" W.).

(Secs. 307(a) and 1110, Federal Aviation Act of 1958; 49 U.S.C. 1348 and 1510, and Executive Order 10834 (24 F.R. 9565))

Issued in Washington, D.C., on December 29, 1965.

JAMES L. LAMPL,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 66-114; Filed, Jan. 5, 1966;
8:45 a.m.]

[Reg. Docket No. 7030; Amdt. 457]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES**Miscellaneous Amendments**

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 (14 CFR Part 97) is amended as follows:

1. By amending the following low or medium frequency range procedures prescribed in § 97.11(a) to read:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Windsor VOR	QG LFR (final)	Direct	1700	T-dn* C-d C-n A-dn Following minimums apply if aircraft equipped with dual low frequency capability and Peach Int received: C-dn	500-1 800-1 800-2 800-2 600-1	500-1 800-1 800-2 800-2 600-1	500-1 800-1½ 800-2 800-2 600-1½

Radar available.

Procedure turn E side of crs, 142 Outbnd, 322 Inbnd, 2000' within 10 miles.

Minimum altitude over facility on final approach crs, 1700'.

Crs and distance, QG LFR to airport, 327°—7.9 miles; Peach Int to airport, 327°—4.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.9 miles after passing QG LFR or 4.3 miles after passing Peach Int, climb to 2300' and proceed direct to DE RBN or, when directed by ATC, (1) make right-climbing turn to 2000' and return to QG LFR or (2) make right-climbing turn to 2000' and proceed direct to QG VOR.

AIR CARRIER NOTE: Sliding scale not authorized.

*300-1 takeoff authorized on Runway 33L only.

MSA within 25 miles of facility: N, 2000'; E, 1900'; S, 2400'; W, 2800'.

City, Detroit; State, Mich.; Airport name, Detroit City; Elev., 628'; Fac. Class., SBRAZ (Windsor LFR); Ident., QG; Procedure No. 1, Amdt. 13; Eff. date, 25 Dec. 65; Sup. Amdt. No. 12; Dated, 19 June 65

2. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
QG LFR	DE RBN	Direct	2700	T-dn	300-1	300-1	NA
QG VOR	DE RBN	Direct	2700	C-d	600-1	600-1	NA
PTK VOR	DE RBN	Direct	2700	C-n	600-1½	600-1½	NA
SVM VOR	DE RBN	Direct	2700	A-dn	NA	NA	NA
Troy Int	DE RBN	Direct	2700				

Radar available.

Procedure turn E side of crs, 131° Outbnd, 311° Inbnd, 2100' within 10 miles.

Minimum altitude over facility on final approach crs, 1800'.

Crs and distance, DE RBN to airport, 311°—4.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing DE RBN, make right-climbing turn and return to DE RBN at 2700'.

MSA within 25 miles of facility: 000°—090°—1800'; 090°—180°—2300'; 180°—270°—2700'; 270°—360°—2600'.

City, Birmingham; State, Mich.; Airport name, Berz; Elev., 730'; Fac. Class., MHW; Ident., DE; Procedure No. 1, Amdt. 1; Eff. date, 25 Dec. 65; Sup. Amdt. No. Orig.; Dated, 22 July 65

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Lawson RBN.....	LOM.....	Direct.....	2200	T-dn.....	300-1	300-1	200-1½
Columbus VOR.....	LOM.....	Direct.....	2200	C-dn.....	500-1	500-1	500-1½
Geneva Int.....	LOM.....	Direct.....	2200	S-dn-5*.....	500-1	500-1	500-1
Marvyn Int.....	LOM.....	Direct.....	2200	A-dn.....	800-2	800-2	800-2
Scale Int.....	LOM (final).....	Direct.....	2200				

Procedure turn W side of crs, 233° Outbnd, 053° Inbnd, 2200' within 10 miles of LOM.
Minimum altitude over facility on final approach crs, 2200' over LOM.
Crs and distance, facility to airport, 053°—6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing LOM, climb to 2200' proceed to Geneva Int via 045° bearing from SG LMM or, when directed by ATC, climb to 2200', turn left, and return direct to LOM.
*Reduction below ¾ mile not authorized.
MSA within 25 miles of facility: 000°-090°—3400'; 090°-180°—3300'; 180°-270°—1800'; 270°-360°—2300'.
City, Columbus; State, Ga.; Airport name, Muscogee County; Elev., 397'; Fac. Class., LOM; Ident., CS; Procedure No. 1, Amdt. 12; Eff. date, 25 Dec. 65; Sup. Amdt. No. 11; Dated, 10 Oct. 64

QG LFR.....	DE RBN.....	Direct.....	2300	T-dn*.....	500-1	500-1	500-1
QG VOR.....	DE RBN.....	Direct.....	2300	C-dn.....	600-1	600-1	600-1½
SVM VOR.....	DE RBN.....	Direct.....	2700	S-dn-15.....	600-1	600-1	600-1
Troy Int.....	DE Rbn.....	Direct.....	2700	A-dn.....	800-2	800-2	800-2

Radar available.
Procedure turn E side of crs, 326° Outbnd, 146° Inbnd, 2300' within 10 miles.
Minimum altitude over facility on final approach crs, 2000'.
Crs and distance, facility to airport, 146°—5.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing DE RBN, climb to 2000' and proceed direct to QG LFR or, when directed by ATC, (1) climb to 2000' and proceed direct to QG VOR or (2) make left-climbing turn to 2700' and proceed to Oak Int via QG VOR, R 323°.
Air Carrier Note: Sliding scale not authorized.
Other change: Deletes transition from PTK VOR.
*200-1 takeoff authorized on Runway 33L only.
MSA within 25 miles of facility: 000°-090°—1800'; 090°-180°—2300'; 180°-270°—2800'; 270°-360°—2600'.
City, Detroit; State, Mich.; Airport name, Detroit City; Elev., 626'; Fac. Class., MHW; Ident., DE; Procedure No. 1, Amdt. 8; Eff. date, 25 Dec. 65; Sup. Amdt. No. 7; Dated, 19 June 65

				T-dn.....	300-1	300-1	200-1½
				C-dn.....	500-1	500-1	500-1½
				S-dn-13*.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar required.
No procedure turn due R-2103.
Minimum altitude over facility on final approach crs, 1600'.
Crs and distance, facility to airport, 134°—4.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOR RBN, climb to 2000' and proceed direct to DHN VORTAC via R 265°, DHN VORTAC.
NOTES: (1) This procedure to be utilized only by aircraft having operating VOR and ADF receivers. (2) Authorized for military use only except by prior arrangement.
Other change: Deletes note regarding procedure not authorized unless Cairns radar operating.
*Reduction of landing visibility below ¾ mile not authorized.
MSA within 25 miles of facility: 000°-090°—2000'; 090°-180°—2600'; 180°-270°—1700'; 270°-360°—1700'.
City, Fort Rucker; State, Ala.; Airport name, Cairns AFF; Elev., 305'; Fac. Class., MHW; Ident., LOR; Procedure No. 3, Amdt. 2; Eff. date, 25 Dec. 65; Sup. Amdt. No. 1; Dated, 27 Nov. 65

PROCEDURE CANCELED, EFFECTIVE 25 DEC. 65.

City, Keene; State, N.H.; Airport name, Dillant-Hopkins; Elev., 482'; Fac. Class., MHW; Ident., EEN; Procedure No. 1, Amdt. 6; Eff. date, 2 Nov. 63; Sup. Amdt. No. 5; Dated, 15 Mar. 58

Bar Int.....	LOM (final).....	Direct.....	1500	T-dn*.....	300-1	300-1	200-1½
LFT VOR.....	LOM.....	Direct.....	1500	C-dn.....	400-1	500-1	500-1½
LFT RBN.....	LOM.....	Direct.....	1500	S-dn-19.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn W side of crs, 013° Outbnd, 193° Inbnd, 1500' within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over facility on final approach crs, 1500'.
Crs and distance, facility to airport, 193°—5.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.2 miles after passing LOM, climb to 1500' on a 193° crs from the LOM within 20 miles.
CAUTION: 494' TV tower, 3 miles WNW of airport; 539' TV tower, 7 miles NW of airport.
*500-1 required for takeoff on Runway 28.
MSA within 25 miles of facility: 000°-090°—1400'; 090°-180°—1400'; 180°-270°—2300'; 270°-360°—2300'.
City, Lafayette; State, La.; Airport name, Lafayette; Elev., 42'; Fac. Class., LOM; Ident., LF; Procedure No. 2, Amdt. 2; Eff. date, 25 Dec. 65; Sup. Amdt. No. 1; Dated, 30 Nov. 63

Rhineland VOR.....	LNL RBN.....	Direct.....	3500	T-dnf.....	300-1	300-1	200-1½
				C-d.....	700-1	700-1	700-1½
				C-nf.....	700-1½	700-1½	700-1½
				S-dn-14.....	700-1	700-1	700-1
				A-dn.....	NA	NA	NA

Procedure turn W side of crs, 310° Outbnd, 130° Inbnd, 3200' within 10 miles.
Minimum altitude over facility on final approach crs, 2400'.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of LNL RBN, make left-climbing turn to 3200' on 310° bearing from LNL RBN within 10 miles.
NOTES: (1) Obtain Rhineland altimeter setting. Procedure authorized only during hours of Rhineland, Wis., control zone operation. (2) During winter months, consult current NOTAM for airport status.
*Night takeoffs and landings not authorized Runways 7/25.
MSA within 25 miles of facility: 000°-090°—2700'; 090°-180°—3000'; 180°-270°—2900'; 270°-360°—3100'.
City, Land O'Lakes; State, Wis.; Airport name, Kings Land O'Lakes Municipal; Elev., 1706'; Fac. Class., MHW; Ident., LNL; Procedure No. 1, Amdt. Orig.; Eff. date, 25 Dec. 65

RULES AND REGULATIONS

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Martha's Vineyard VOR.....	MVY RBN.....	Direct.....	1800	T-dn.....	300-1	300-1	200-1½
Dennis Int.....	MVY RBN.....	Direct.....	1800	C-dn.....	500-1	500-1	500-1½
Clam Int.....	MVY RBN.....	Direct.....	1800	S-dn-24*.....	400-1	400-1	400-1
Muskeget Int.....	MVY RBN.....	Direct.....	1800	A-dn**.....	NA	NA	NA

Radar available.
 Procedure turn S side of crs, 056° Outbnd, 236° Inbnd, 1800' within 10 miles.
 Minimum altitude over facility on final approach crs, 800'.
 Crs and distance, facility to airport, 236°—2.5 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.5 miles after passing MVY RBN, make left-climbing turn to 1800'; return to MVY RBN. Hold NE of MVY RBN, 236° Inbnd, 1-minute left turns.
 NOTES: Approach from a holding pattern not authorized. Procedure turn required.
 *800-2 authorized for those air carriers with approved weather reporting service.
 *500' ceiling applies when control zone not effective and/or altimeter setting obtained from Otis.
 MSA within 25 miles of facility: 000°—360°—1500'.

City, Martha's Vineyard; State, Mass.; Airport name, Martha's Vineyard; Elev., 68'; Fac. Class., MHW; Ident., MVY; Procedure No. 1, Amdt. 11; Eff. date, 25 Dec. 65; Sup. Amdt. No. 10; Dated, 18 July 64

MLB VOR.....	MLB RBN.....	Direct.....	1500	T-dn.....	300-1	300-1	200-1½
				C-dn.....	400-1	500-1	500-1½
				S-dn-9.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar available (Patrick AFB).
 Procedure turn S side of crs, 267° Outbnd, 087° Inbnd, 1500' within 10 miles.
 Minimum altitude over facility on final approach crs, 600'.
 Crs and distance, facility to airport, 087°—2.1 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.1 miles after passing MLB RBN, turn right, climb to 1500' and return to MLB RBN. Hold W, 1-minute right turns, 087° Inbnd.
 MSA within 25 miles of facility: 000°—090°—1600'; 090°—180°—1300'; 180°—270°—1400'; 270°—360°—1500'.

City, Melbourne; State, Fla.; Airport name, John F. Kennedy Memorial; Elev., 32'; Fac. Class., HW; Ident., MLB; Procedure No. 1, Amdt. 1; Eff. date, 25 Dec. 65; Sup. Amdt. No. Orig.; Dated, 10 Oct. 64

BSY VOR.....	LOM.....	Direct.....	1500	T-dn.....	300-1	300-1	200-1½
Oceanside Int.....	LOM (final).....	Direct.....	1300	C-dn.....	500-1	500-1	500-1½
MIA VOR.....	LOM.....	Direct.....	1500	S-dn-27L*.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Radar available.
 Procedure turn S side of crs, 087° Outbnd, 267° Inbnd, 1400' within 10 miles. Nonstandard due to ATC.
 Minimum altitude over facility on final approach crs, 1300'.
 Crs and distance, facility to airport, 267°—4.5 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOM, climb to 1500' on a crs of 267° within 20 miles of MI LOM.
 NOTES: (1) Oceanside Int may be used in lieu of procedure turn when authorized by Miami approach control. (2) Holding pattern with 267° Inbnd crs to MI LOM, left turns may be used in lieu of procedure turn. (3) Reduction below ¾ mile not authorized.
 MSA within 25 miles of facility: 000°—090°—2000'; 090°—180°—1300'; 180°—270°—1700'; 270°—360°—2100'.

City, Miami; State, Fla.; Airport name, Miami International; Elev., 9'; Fac. Class., LOM; Ident., MI; Procedure No. 1, Amdt. 4; Eff. date, 25 Dec. 65; Sup. Amdt. No. 3; Dated, 10 Apr. 65

Nantucket VOR.....	AC LOM.....	Direct.....	1700	T-dn.....	300-1	300-1	200-1½
Craigville Int.....	AC LOM.....	Direct.....	1700	C-dn.....	400-1	500-1	500-1½
				S-dn-24.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar available.
 Procedure turn N side of crs, 060° Outbnd, 240° Inbnd, 1600' within 10 miles.
 Minimum altitude over facility on final approach crs, 1300'.
 Crs and distance, facility to airport, 240°—4.4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing LOM, make left-climbing turn to 1600' and return to AC LOM. Hold NE of AC LOM, 240° Inbnd, right turns, 1 minute.
 CAUTION: 342' tower, 2.6 miles W of airport; 650' Loran antenna, 3 miles ESE of airport.
 Other change: Deletes note re final approach from holding pattern at AC LOM not authorized, deletes tower operating note.
 MSA within 25 miles of facility: 000°—360°—1700'.

City, Nantucket; State, Mass.; Airport name, Nantucket Memorial; Elev., 47'; Fac. Class., LOM; Ident., AC; Procedure No. 1, Amdt. 3; Eff. date, 25 Dec. 65; Sup. Amdt. No. 2; Dated, 18 July 64

Muskeget Int.....	MVY RBN.....	Direct.....	1800	T-d.....	400-1	400-1	NA
Dennis Int.....	MVY RBN.....	Direct.....	1800	C-d.....	700-1	700-1	NA
Martha's Vineyard VOR.....	MVY RBN.....	Direct.....	1800	S-d.....	NA	NA	NA
Clam Int.....	MVY RBN.....	Direct.....	1800	A-d.....	NA	NA	NA

Radar available.
 Procedure turn E side of crs, 198° Outbnd, 018° Inbnd, 1800' within 10 miles.
 Minimum altitude over facility on final approach crs, 700'.
 Crs and distance, facility to airport, 018°—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing MV Y RBN, make right-climbing turn to 1800'; return to MVY RBN. Hold S of MVY RBN, 018° Inbnd, 1-minute right turns.
 NOTE: Final approach from a holding pattern not authorized. Procedure turn required.
 CAUTION: Altimeter setting from Otis approach control.
 MSA within 25 miles of facility: 000°—360°—1500'.

City, Oak Bluffs; State, Mass.; Airport name, Oak Bluffs; Elev., 41'; Fac. Class., MH; Ident., MVY; Procedure No. 1, Amdt. Orig.; Eff. date, 25 Dec. 65

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Chardon VOR.....	LNN RBN.....	Direct.....	3000	T-dn.....	300-1	300-1	NA
Mentor Int.....	LNN RBN.....	Direct.....	3000	C-d.....	700-1	700-1	NA
Fairport Int.....	LNN RBN.....	Direct.....	3000	C-n.....	700-2	700-2	NA
				A-dn.....	NA	NA	NA
				If Jackson Int is received, following minimums apply:			
				C-dn.....	600-1	600-1	NA

Procedure turn N side of crs, 251° Outbnd, 071° Inbnd, 3000' within 10 miles.
 Minimum altitude over facility on final approach crs, 2400'.
 Crs and distance, facility to airport, 071°—7.3 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.3 miles after passing Lost Nations RBN or 3.3 miles after passing Jackson Int, climb to 2000' on 071° crs, make left turn, climb to 3000', return to Lost Nations RBN, hold W, 1-minute right turns 092° Inbnd.
 CAUTION: Tower, 980'—1.5 miles N; tower, 845'—0.5 mile NW; stack, 893'—2 miles SW of airport.
 MSA within 25 miles of facility: 000°-090°—2300'; 090°-180°—2600'; 180°-270°—3000'; 270°-360°—1600'.
 City, Painesville; State, Ohio; Airport name, Casement; Elev., 685'; Fac. Class., MH; Ident., LNN; Procedure No. 1, Amdt. 1; Eff. date, 25 Dec. 65; Sup. Amdt. No. Orig.; Dated, 24 July 65

PIE VOR.....	LOM.....	Direct.....	1500	T-dn*.....	300-1	300-1	200-1½
AMP RBN.....	LOM.....	Direct.....	1500	C-dn.....	500-1	500-1	500-1½
				S-dn-18L.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar available.
 Procedure turn W side N crs, 001° Outbnd, 181° Inbnd, 1400' within 10 miles.
 Minimum altitude over facility on final approach crs, 1200'.
 Crs and distance, facility to airport, 181°—4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing LOM, turn right, proceed direct to PIE VOR climbing to 1600' or, when directed by ATC, climb to 1600' on direct bearing to AMP RBN.
 CAUTION: 210° radio tower, 1 mile WSW of airport.
 *200-1½ absolute minimum for takeoff Runway 27.
 MSA within 25 miles of facility: 000°-090°—1500'; 090°-180°—2200'; 180°-270°—1600'; 270°-360°—1300'.
 City, Tampa; State, Fla.; Airport name, Tampa International; Elev., 27'; Fac. Class., LOM; Ident., TP; Procedure No. 1, Amdt. 19; Eff. date, 25 Dec. 65; Sup. Amdt. No. 18; Dated, 19 June 65

PIE VOR.....	AMP RBN.....	Direct.....	1500	T-dn*.....	300-1	300-1	200-1½
				C-dn.....	500-1	500-1	500-1½
				S-dn-36L#.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2
				If directed by ATC, aircraft will maintain 3000' until passing AMP RBN and the following minimums will apply:			
				C-dn.....	800-1	800-1	800-1½

Radar available.
 Procedure turn E side of crs, 181° Outbnd, 001° Inbnd, 1500' within 10 miles.
 Minimum altitude over facility on final approach crs, 1500'.
 Crs and distance, facility to Runway 36L, 001°—6.1 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.1 miles after passing AMP RBN, climb to 1500' on bearing of 001° from AMP RBN within 20 miles.
 CAUTION: 210° radio tower, 1 mile WSW of airport.
 *200-1½ absolute minimum for takeoff Runway 27.
 #Reduction below ¾ mile not authorized.
 MSA within 25 miles of facility: 000°-090°—1900'; 090°-180°—2200'; 180°-270°—1600'; 270°-360°—1600'.
 City, Tampa; State, Fla.; Airport name, Tampa International; Elev., 27'; Fac. Class., H-SAB; Ident., AMP; Procedure No. 2, Amdt. 3; Eff. date, 25 Dec. 65; Sup. Amdt. No. 2; Dated, 19 June 65

3. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
 If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	200-1½
				C-d.....	800-1	800-1	800-1½
				C-n.....	800-2	800-2	800-2
				S-dn-4*.....	800-1	800-1	800-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 245° Outbnd, 065° Inbnd, 1600' within 10 miles. Beyond 10 miles not authorized.
 Minimum altitude over facility on final approach crs, 1600'.
 Crs and distance, facility to airport, 065°—7.6 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.6 miles after passing BTR VOR, turn left and climb to 1600' on R 043° within 20 miles or, when directed by ATC, turn right, climb to 2000' on R 081°.
 *Reduction in landing visibility not authorized.
 MSA within 25 miles of facility: 000°-090°—1600'; 090°-180°—2800'; 180°-270°—1300'; 270°-360°—1500'.
 City, Baton Rouge; State, La.; Airport name, Ryan; Elev., 70'; Fac. Class., BVORTAC; Ident., BTR; Procedure No. 1, Amdt. 6; Eff. date, 25 Dec. 65; Sup. Amdt. No. 5; Dated, 9 Nov. 63

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn-----	300-1	300-1	200-1½
				C-d-----	600-1	600-1	600-1½
				A-dn-----	800-2	800-2	800-2

Radar available.

Procedure turn W side of crs, 213° Outbnd, 033° Inbnd, 2700' within 10 miles.

Minimum altitude over facility on final approach crs, 1700'.

Crs and distance, facility to airport, 033°—4.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing BTV VOR, make a left-climbing turn to 2700' direct BTV VOR. Hold SW of BTV VOR, 1-minute left turns, 033° Inbnd.

NOTES: (1) Southeastbound departures cross the BTV VOR at 4000' or above. (2) Approach from a holding pattern not authorized. Procedure turn required.

Other change: Deletes transition from Huntington RBN.

MSA within 25 miles of facility: 000°-090°—5500'; 090°-180°—5500'; 180°-270°—5500'; 270°-360°—5000'.

City, Burlington; State, Vt.; Airport name, Burlington Municipal; Elev., 335'; Fac. Class., L-BVOR; Ident., BTV; Procedure No. 1, Amdt. 3; Eff. date, 25 Dec. 65; Sup. Amdt. No. 2; Dated, 14 Mar. 64

Daytona Beach LOM-----	DAB VOR-----	Direct-----	1500	T-dn-----	300-1	300-1	200-1½
				C-d-----	700-1	700-1	700-1½
				C-n-----	700-2	700-2	700-2
				S-d-16#-----	700-1	700-1	700-1
				S-n-16#-----	700-2	700-2	700-2
				A-dn-----	800-2	800-2	800-2
				If 4-mile DME Fix or Chambers Int received, the following minimums are authorized:			
				C-dn-----	600-1	600-1	600-1½
				S-dn-16#-----	600-1	600-1	600-1

Procedure turn W side of crs, 336° Outbnd, 156° Inbnd, 1500' within 10 miles.

Minimum altitude over facility on final approach crs, 1500'.

Crs and distance, facility to airport, 156°—7.4 miles; Chambers Int to airport, 156°—4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.4 miles after passing VOR, climb to 1500' on R 156° within 20 miles of DAB VOR.

#Reduction not authorized.

MSA within 25 miles of facility: 000°-090°—1100'; 090°-180°—1500'; 180°-270°—2100'; 270°-360°—1400'.

City, Daytona Beach; State, Fla.; Airport name, Daytona Beach Municipal; Elev., 34'; Fac. Class., H-BVORTAC; Ident., DAB; Procedure No. 1, Amdt. 6; Eff. date, 25 Dec. 65; Sup. Amdt. No. 5; Dated, 7 Mar. 64

Windsor LFR-----	Windsor VOR-----	Direct-----	2000	T-dn@-----	500-1	500-1	500-1
				C-d-----	1000-1	1000-1	1000-1½
				C-n-----	1000-2	1000-2	1000-2
				A-dn-----	1000-2	1000-2	1000-2
				Following minimums apply when aircraft equipped with VOR and ADF receivers and Island Int received:			
				C-dn-----	600-1	600-1	600-1½

Radar available.

Procedure turn E side of crs, 143° Outbnd, 323° Inbnd, 2000' within 10 miles.

Minimum altitude over QG VOR on final approach, 2000'.

Crs and distance, QG VOR to airport, 323°—12.3 miles; Island Int to airport 323°—4.2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 12.3 miles after passing QG VOR, climb to 2700' on QG VOR, R 323° and proceed to Oak Int or, when directed by ATC, (1) make right-climbing turn to 2000' and return to Windsor VOR or (2) make right-climbing turn to 2000' and proceed direct to QG LFR.

AIR CARRIER NOTE: Sliding scale not authorized.

@300-1 takeoff authorized Runway 33L.

MSA within 25 miles of facility: 000°-090°—1900'; 090°-180°—1800'; 180°-270°—2400'; 270°-360°—2800'.

City, Detroit; State, Mich.; Airport name, Detroit City; Elev., 626'; Fac. Class., BVOR; Ident., QG; Procedure No. 1, Amdt. 3; Eff. date, 25 Dec. 65; Sup. Amdt. No. 2; Dated, 19 June 65

Troy Int-----	Oak Int (final)-----	Direct-----	2400	T-dn*-----	500-1	500-1	500-1
Belle Int-----	Oak Int-----	Direct-----	2700	C-dn-----	600-1	600-1	600-1½
				A-dn-----	800-2	800-2	800-2

Radar available.

Procedure turn N side of crs, 323° Outbnd, 143° Inbnd, 2700' within 10 miles of Oak Int.

Minimum altitude over Oak Int on final approach crs, 2400'.

Crs and distance, Oak Int to airport, 143°—5.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 miles after passing Oak Int, climb to 2000' and proceed direct to QG VOR or, when directed by ATC, (1) climb to 2000' and proceed direct to QG LRF or (2) make climbing left turn to 2700' and proceed to Oak Int via QG VOR, R 323°.

NOTE: Dual VOR required.

AIR CARRIER NOTE: Sliding scale not authorized.

@300-1 takeoff authorized on Runway 33L only.

MSA within 25 miles of facility: 000°-090°—1900'; 090°-180°—1800'; 180°-270°—2400'; 270°-360°—2800'.

City, Detroit; State, Mich.; Airport name, Detroit City; Elev., 626'; Fac. Class., BVOR; Ident., QG; Procedure No. 2, Amdt. 3; Eff. date, 25 Dec. 65; Sup. Amdt. No. 2; Dated, 19 June 65

				T-dn-----	300-1	300-1	NA
				C-dn-----	500-1	500-1	NA
				A-dn-----	NA	NA	NA

Procedure turn S side of crs, 303° Outbnd, 123° Inbnd, 2400' within 10 miles.

Minimum altitude over facility on final approach crs, 1600'.

Crs and distance, facility to airport, 123°—3.2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 miles after passing Cleveland VOR, make right-climbing turn to 3000', proceed to Cleveland VOR. Hold NW, 1-minute right turns, 123° Inbnd.

NOTE: No weather service on field.

MSA within 25 miles of facility: 030°-120°—3000'; 120°-210°—2600'; 210°-030°—2300'.

City, Elyria; State, Ohio; Airport name, Elyria; Elev., 760'; Fac. Class., H-BVORTAC; Ident., CLE; Procedure No. 1, Amdt. Orig.; Eff. date, 25 Dec. 65

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Victory Int.	Int final approach crs, R 186°	056°	3000	T-dn*	300-1	300-1	200-1½
Int final approach crs.	Glens Falls FM (final)	006°	1800	C-dn	800-1	800-1	800-1½
Cambridge VOR	Bacon Int.	Direct	3200	S-dn-i	NA	NA	NA
Bacon Int via final approach crs.	Glens Falls FM (final)	006°	1800	A-dn	800-2	800-2	800-2
Albany VOR	Bacon Int.	036°	3000	After passing Glens Falls fan marker, the following minimums are authorized: **			
				C-dn	500-1	500-1	500-1½
				S-dn-1#	500-1	500-1	500-1

Procedure turn E side of crs, 186° Outbnd, 006° Inbnd, 2500' within 10 miles.
 Minimum altitude over facility on final approach crs, 1100'.
 Crs and distance, GFL FM to airport, 008°—4.8 miles; breakoff point to Runway 1, 012°—0.8 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing Glens Falls VOR (or 4.8 miles after passing GFL fan marker), make a right-climbing turn to 3000' to Bacon Int. Hold S of Bacon Int on GFL VOR, R 186°, 1-minute right turns, 006° Inbnd.
 CAUTION: 535' antenna, 1.3 miles SSW of airport.
 *300-1 required on runway 30.
 #Glens Falls fan marker may be substituted by a 5.1-mile DME Fix.
 #Reduction not authorized.
 MSA within 25 miles of facility: 000°-090°—4000'; 090°-180°—5000'; 180°-270°—3500'; 270°-360°—4500'.
 City, Glens Falls; State, N.Y.; Airport name, Warren County; Elev., 328'; Fac. Class., L-BVORTAC; Ident., GFL; Procedure No. 1, Amdt. 4; Eff. date, 25 Dec. 65; Sup. Amdt. No. 3; Dated, 9 Jan. 65

				T-dn	600-1	600-1	NA
				C-d	1200-1½	1200-1½	NA
				C-n	1200-2	1200-2	NA
				S-dn	NA	NA	NA
				A-dn	NA	NA	NA

Procedure turn E side of crs, 182° Outbnd, 002° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 2000'.
 Crs and distance, facility to airport, 002°—8.6 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 8.6 miles after passing the GVE VORTAC, make an immediate right turn, climbing to 2000' and returning to the GVE VORTAC. Hold S, on R 182°, 1-minute right turns.
 CAUTION NOTE: 1100' unlighted hills, 1.1 miles N of airport. No tower or WX. Contact Charlottesville FSS for ATC and WX information. (Unicom also available.)
 After T/O, turn S, climbing to cross the GVE VORTAC at 2000'. Runway lights on request.
 MSA within 25 miles of facility: 000°-090°—2500'; 090°-180°—1700'; 180°-270°—2800'; 270°-360°—4000'.
 City, Gordonsville; State, Va.; Airport name, Gordonsville Municipal; Elev., 454'; Fac. Class., H-BVORTAC; Ident., GVE; Procedure No. 1, Amdt. Orig.; Eff. date, 25 Dec. 65

				T-dn*	300-1	300-1	NA
				C-dn	900-1	900-1	NA
				S-dn#	900-1	900-1	NA
				A-dn**	NA	NA	NA

Procedure turn S side crs, 297° Outbnd, 117° Inbnd, 1500' within 10 miles.
 Minimum altitude over facility on final approach crs, 1500'.
 Crs and distance, facility to airport, 117°—10.2 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing TBD VOR, climb to 1500', turn right and return to the TBD VOR.
 NOTES: Runway lights on request. Air carrier use not authorized.
 *Aircraft must remain VFR until clearance received from ATC.
 **No weather service available.
 #Reduction in landing visibility not authorized.
 MSA within 25 miles of facility: 000°-090°—1400'; 090°-180°—1500'; 180°-270°—1500'; 270°-360°—1500'.
 City, Houma; State, La.; Airport name, Houma Municipal; Elev., 11'; Fac. Class., BVOR; Ident., TBD; Procedure No. 1, Amdt. 2; Eff. date, 25 Dec. 65; Sup. Amdt. No. 1; Dated, 1 June 63

				T-dn	1000-2	1000-2	NA
				C-d*	1100-2	1100-2	NA
				C-n*	1100-3	1100-3	NA
				S-dn	NA	NA	NA
				A-dn	NA	NA	NA

Procedure turn E side of crs, 203° Outbnd, 023° Inbnd, 2800' within 10 miles.
 Minimum altitude over facility on final approach crs, 2800'.
 Crs and distance, facility to airport, 023°—15.8 miles. Breakoff point to runway, 023°—9.8 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing GDM VORTAC, make climbing right turn to 2800' direct to GDM VORTAC. Hold SW of GDM VORTAC, 1-minute right turns, 023° Inbnd.
 CAUTION: 1575' hill (12.1 miles on 022° radial of GDM VORTAC).
 MSA within 25 miles of facility: 000°-090°—4500'; 090°-180°—3500'; 180°-270°—2500'; 270°-360°—3500'.
 City, Jaffrey; State, N.H.; Airport name, Jaffrey Municipal; Elev., 1040'; Fac. Class., L-BVORTAC; Ident., GDM; Procedure No. 1, Amdt. Orig.; Eff. date, 25 Dec. 65

RULES AND REGULATIONS

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	200-½
				Minimums when control zone effective:			
				C-dn.....	400-1	500-1	500-1½
				S-dn-4S.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2
				Minimums when control zone not effective:			
				C-dn.....	500-1	500-1	500-1½
				S-dn-4.....	500-1	500-1	500-1
				A-dn.....	NA	NA	NA

Procedure turn W side of crs, 236° Outbnd, 056° Inbnd, 2400' within 10 miles nonstandard.

Minimum altitude over facility on final approach crs, 2100'.

Crs and distance, facility to airport, 035°—4.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing JVL VOR, climb to 2500' on R 035° within 15 miles, return to VOR and hold in 1-minute pattern on R 236° with right turns.

NOTES: (1) Approach control available through Rockford, Ill. control tower. (2) When authorized by ATC, JVL DME may be used to position aircraft for straight-in approach at 2600' between R 134° clockwise to R 291° via 6-mile DME Arc with the elimination of procedure turn.

Obtain Rockford, Ill., altimeter setting.

8400-¾ authorized except for 4-engine turbojet aircraft, with operative REIL or HIRL.

*These minimums apply at all times for those air carriers with approved weather reporting service.

MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—2400'; 180°-270°—2600'; 270°-360°—2400'.

City, Janesville; State, Wis.; Airport name, Rock County; Elev., 808'; Fac. Class., BVORTAC; Ident., JVL; Procedure No. 1, Amdt. 9; Eff. date, 25 Dec. 65; Sup. Amdt. No. 8; Dated, 15 May 65

MSY VOR*.....	Bayou Int (final).....	Direct.....	1200	T-dn.....	300-1	300-1	200-½
				C-dn.....	400-1	500-1	500-1½
				A-dn.....	800-2	800-2	800-2

Radar available.

Procedure turn N side of crs, 259° Outbnd, 079° Inbnd, 1500' within 10 miles of Bayou Int.

Minimum altitude over Bayou Int on final approach crs, 1200'.

Crs and distance, Bayou Int to airport, 079°—3.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.4 miles after passing Bayou Int, climb to 2000' on MSY VOR R 079° within 20 miles or, when directed by ATC, turn left, intercept MSY VOR, R 084°, climbing to 1500' within 20 miles.

NOTE: Night operations not authorized Runways 8-26.

Other changes: Deletes transitions from Turtle Int, French Int, and New Orleans H SAB (LOM).

MSA within 25 miles of facility: 000°-090°—1500'; 090°-180°—2100'; 180°-360°—1500'.

*Procedure turn or radar vector to final approach crs required when Inbnd to MSY VORTAC on R 330°, clockwise through R 210°. Procedure turn may be started from MSY VORTAC vice Bayou Int. Bayou Int may be determined by dual VOR receivers, DME, or radar. Capability of identifying Bayou Int required for the execution of this approach.

City, New Orleans; State, La.; Airport name, New Orleans-Lakefront; Elev., 10'; Fac. Class., BVORTAC; Ident., MSY; Procedure No. 1, Amdt. 7; Eff. date, 25 Dec. 65; Sup. Amdt. No. 6; Dated, 3 Apr. 65

Radar vector within 25 miles of radar site..	Final approach crs within 5 miles N of LEE INT.	Direct.....	1500	T-dn.....	300-1	300-1	200-½
				C-dn.....	400-1	500-1	500-1½
				S-dn-17.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn not authorized.

Minimum altitude over LEE INT on final approach crs 1500'.

Crs and distance, LEE INT to airport 167°—5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing LEE INT, turn left, climb to 2000' on MSY VOR R 079° within 20 miles.

NOTES: (1) Radar service required for the execution of this approach. LEE INT may be determined by dual VOR receivers, VOR/DME, or radar Fix. (2) Night operations not authorized Runways 8-26.

MSA within 25 miles of facility: 000°-090°—2100'; 090°-270°—1500'; 270°-360°—2100'.

City, New Orleans; State, La.; Airport name, New Orleans-Lakefront; Elev., 10'; Fac. Class., L-BVORTAC; Ident., HRV; Procedure No. 3, Amdt. Orig.; Eff. date, 25 Dec. 65

Clam Int.....	MVY VOR.....	Direct.....	1800	T-d.....	400-1	400-1	NA
Dennis Int.....	MVY VOR.....	Direct.....	1800	C-d.....	700-1	700-1	NA
				S-d.....	NA	NA	NA
				A-d.....	NA	NA	NA

Radar available.

Procedures turn E side of crs, 201° Outbnd, 021° Inbnd, 1800' within 10 miles.

Minimum altitude over facility on final approach crs, 1500'.

Crs and distance, facility to airport, 051°—3.2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 miles after passing MVY VOR, make right-climbing turn to 1800'; return to MVY VOR. Hold S of MVY VOR, 1-minute right turns, 021° Inbnd.

CAUTION: Restricted area, 4105' (9 miles SW of MVY VOR). Altimeter setting from Otis approach control.

MSA within 25 miles of facility: 000°-360°—1500'.

City, Oak Bluffs; State, Mass.; Airport name, Oak Bluffs; Elev., 41'; Fac. Class., L-BVOR; Ident., MVY; Procedure No. 1, Amdt. Orig.; Eff. date, 25 Dec. 65

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-d-----	300-1	NA	NA
				C-d-----	600-1	NA	NA
				S-d-27-----	600-1	NA	NA
				A-d-----	NA	NA	NA
				If aircraft is equipped with operating VOR/DME and Doria 4-miles DME Fix is received, minimums become:			
				C-d-----	400-1	NA	NA
				S-d-----	400-1	NA	NA

Radar available.
 Procedure turn S side of crs, 091° Outbnd, 271° Inbnd, 1800' within 10 miles.
 Minimum altitude over facility on final approach crs, 1800'; at 4-miles DME Fix, 900'.
 Crs and distance, facility to airport, 271°—8.3 miles; 4-miles. DME Fix to airport, 271°—4.3 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.3 miles after passing UBS VORTAC, climb to 1500' on R 271°, UBS VORTAC within 20 miles.
 NOTES: (1) When authorized by ATC, DME may be used within 20 miles at 1800' to position aircraft for a straight-in approach with the elimination of a procedure turn.
 (2) Aircraft will cancel IFR with UBS approach control prior to landing and upon reaching visual flight conditions. (3) Aircraft will not take off without prior ATC approval.
 MSA within 25 miles of facility: 000°—360°—1900'.

City, Starkville; State, Miss.; Airport name, Oktibbeha; Elev., 250'; Fac. Class., L-BVORTAC; Ident., UBS; Procedure No. 1, Amdt. 1; Eff. date, 25 Dec. 65; Sup. Amdt. No. Orig.; Dated, 9 Dec. 65

4. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn-----	300-1	300-1	200-1½
				C-dn-----	900-1	900-1	900-1½
				A-dn-----	1000-2	1000-2	1000-2

Procedure turn S side of crs, 261° Outbnd, 081° Inbnd, 1700' within 10 miles.
 Minimum altitude over facility on final approach crs, 1078'.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of ALI VOR, turn left, climb to 1700' on R 350° within 10 miles of ALI VOR.
 MSA within 25 miles of facility: 000°—090°—2100'; 090°—180°—2000'; 180°—270°—1700'; 270°—360°—1800'.

City, Alice; State, Tex.; Airport name, Alice International; Elev., 178'; Fac. Class., L-BVOR; Ident., ALI; Procedure No. TerVOR(R-261), Amdt. 6; Eff. date, 25 Dec. 65; Sup. Amdt. No. 6; Dated, 8 May 65

PROCEDURE CANCELED, EFFECTIVE 25 DEC. 1965.

City, Kahului, Maui; State, Hawaii; Airport name, Kahului; Elev., 57'; Fac. Class., H-BVOR; Ident., OGG; Procedure No. TerVOR, R-027, Amdt. 7; Eff. date, 10 Apr. 65; Sup. Amdt. No. 3; Dated, 14 Nov. 64

PROCEDURE CANCELED, EFFECTIVE 25 DEC. 1965.

City, Kahului, Maui; State, Hawaii; Airport name, Kahului; Elev., 57'; Fac. Class., H-BVOR; Ident., OGG; Procedure No. TerVORR-190, Amdt. 7; Eff. date, 10 Apr. 65; Sup. Amdt. No. 6; Dated, 14 Nov. 64

Clam Int.-----	MVY VOR-----	Direct-----	1800	T-dn-----	300-1	300-1	200-1½
Dennis Int.-----	MVY VOR-----	Direct-----	1800	C-dn-----	500-1	500-1	500-1½
				S-dn-24-----	500-1	500-1	500-1
				A-dn**-----	NA	NA	NA
				After passing MVY RBn, the following minimums are authorized:			
				S-dn-24*-----	400-1	400-1	400-1

Radar available.
 Procedure turn S side of crs, 070° Outbnd, 250° Inbnd, 1200' within 10 miles.
 Minimum altitude over facility on final approach crs, 568'; after passing MVY RBn, 468'.
 Facility on airport, breakoff point to runway, 236°—0.5 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of MVY VOR, make left-climbing turn to 1200'; return to MVY VOR. Hold E of MVY VOR, 1-minute left turns, 250° Inbnd.
 NOTES: Approach from a holding pattern not authorized. Procedure turn required.
 *500' ceiling applies when control zone not effective and/or altimeter setting obtained from Otis.
 **800-2 authorized for those air carriers with approved weather reporting service.
 MSA within 25 miles of facility: 000°—360°—1500'.

City, Martha's Vineyard; State, Mass.; Airport name, Martha's Vineyard; Elev., 68'; Fac. Class., BVOR; Ident., MVY; Procedure No. TerVOR-24, Amdt. 3; Eff. date, 25 Dec. 65; Sup. Amdt. No. 2; Dated, 18 July 64

RULES AND REGULATIONS

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
MLB RBN.....	MLB VOR.....	Direct.....	1500	T-dn..... C-dn..... S-dn-9#..... A-dn..... If aircraft equipped with VOR and ADF receivers and Washington Int identified, the following minimums apply: C-dn..... S-dn-9.....	300-1 600-1 600-1 800-2 400-1 400-1	300-1 600-1 600-1 800-2 500-1 400-1	200-1½ 600-1½ 600-1 800-2 500-1½ 400-1

Radar available (Patrick AFB).

Procedure turn S side of crs, 262° Outbnd, 082° Inbnd, 1500' within 10 miles.

Minimum altitude over facility on final approach crs, 600'; over Washington Int, 600'.

Crs and distance, Washington Int to VOR, 082°—3.6 miles; breakoff point to Runway 9, 087°—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile after passing MLB VOR, turn right and climb to 1500' on R 162° within 20 miles of MLB VOR.

#Reduction not authorized.

MSA within 25 miles of facility: 000°-090°—1600'; 090°-180°—1300'; 180°-270°—1400'; 270°-360°—1500'.

City, Melbourne; State, Fla.; Airport name, John F. Kennedy Memorial; Elev., 32'; Fac. Class., BVOR; Ident., MLB; Procedure No. TerVOR-9, Amdt. 6; Eff. date, 25 Dec. 65; Sup. Amdt. No. 5; Dated, 10 Oct. 64

				T-dn..... C-dn..... A-dn..... If 3-mile Radar Fix is received, the following minimums apply: C-dn.....	300-1 700-1 800-2 600-1	300-1 700-1 800-2 600-1	200-1½ 700-1½ 800-2 600-1½
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Radar available.

Procedure turn W side of crs, 035° Outbnd, 215° Inbnd, 2200' within 10 miles.

Minimum altitude over facility on final approach crs, 1300'; if 3-mile Radar Fix received, 1200'.

Facility on airport; breakoff point to runway, 220°—0.8 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of Rochester VOR, make right-climbing turn to 3000', intercept R 298° of Rochester VOR, proceed to Spencerport Int. Hold W, 1-minute left turns, 118° Inbnd.

CAUTION: Tower, 890'—2.3 miles N of airport. Tower, 946'—2.5 miles SW of airport.

AIR CARRIER NOTE: Takeoff on Runway 12 and landing on Runway 30 not authorized.

MSA within 25 miles of facility: 000°-090°—2100'; 090°-180°—3800'; 180°-270°—3100'; 270°-360°—2000'.

City, Rochester; State, N. Y.; Airport name, Rochester Monroe County; Elev., 560'; Fac. Class., BVOR; Ident., ROC; Procedure No. TerVOR-22, Amdt. 2; Eff. date, 25 Dec. 65; Sup. Amdt. No. 1; Dated, 22 May 65

Murdock Int.....	SRQ VOR.....	Direct.....	1500	T-dn..... C-dn..... S-dn-13*..... A-dn#.....	300-1 600-1 500-1 800-2	300-1 600-1 500-1 800-2	200-1½ 600-1½ 500-1 800-2
Hansen Int.....	SRQ VOR.....	Direct.....	1500				
Egmont RBN.....	SRQ VOR.....	Direct.....	1500				

Procedure turn S side of crs, 298° Outbnd, 118° Inbnd, 1500' within 10 miles.

Minimum altitude over facility on final approach crs, 500'.

Facility on airport; breakoff point to Runway 13, 133°—0.1 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of SRQ VOR, climb to 1500' on R 118° within 20 miles.

*Reduction below ¾ mile not authorized.

#Limited weather information available to public. Alternate usage authorized for air carriers only.

MSA within 25 miles of facility: 000°-090°—1300'; 090°-180°—1400'; 180°-270°—1200'; 270°-360°—1400'.

City, Sarasota (Bradenton); State, Fla.; Airport name, Sarasota-Bradenton; Elev., 24'; Fac. Class., BVOR; Ident., SRQ; Procedure No. TerVOR-13, Amdt. 4; Eff. date, 25 Dec. 65; Sup. Amdt. No. 3; Dated, 3 Apr. 65

				T-dn..... C-dn..... S-dn-4..... A-dn..... If aircraft equipped with operating DME or ADF and VOR receivers and Griffin Int identified, the following minimums apply: C-dn..... S-dn-4#.....	300-1 600-1 600-1 800-2 400-1 400-1	300-1 600-1 600-1 800-2 500-1 400-1	200-1½ 600-1½ 600-1 800-2 500-1½ 500-1
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Procedure turn E side of crs, 225° Outbnd, 045° Inbnd, 2400' within 10 miles.

Minimum altitude over facility on final approach crs, 1500'; after passing Griffin Int, minimum altitude over facility, 1300'.

Facility on airport. Breakoff point to runway, 037°—25 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 miles after passing ZZV VOR, climb straight ahead to 2400' within 10 miles of ZZV VOR and return to ZZV VOR. Hold SW, 1-minute right turns, 045° Inbnd.

CAUTION: Tower, 1420' approximately 3 miles W of Zanesville RBN.

#400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. MSA within 25 miles of facility: 000°-360°—2500'.

City, Zanesville; State, Ohio; Airport name, Zanesville Municipal; Elev., 900'; Fac. Class., L-BVORTAC; Ident., ZZV; Procedure No. TerVOR-4, Amdt. 1; Eff. date, 25 Dec. 65; Sup. Amdt. No. Orig.; Dated, 13 Nov. 65

5. By amending the following very high frequency omnirange-distance measuring equipment (VOR/DME) procedures prescribed in § 97.15 to read:

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
DUC VOR.....	ADM VOR.....	Direct.....	2600	T-DN..... C-DN..... A-DN.....	300-1 500-1 800-2	300-1 600-1 800-2	200-1½ 600-1½ 800-2

Procedure turn S side of crs, 224° Outbnd, 044° Inbnd, 2300' within 10 miles.
Minimum altitude over facility on final approach crs, 2000'; over 7-mile DME Fix, 1500'.
Crs and distance, 7-mile DME Fix to airport, 044°—2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9 miles after passing ADM VOR, climb to 2700' on ADM VORTAC, R 044° within 20 miles.
City, Ardmore; State, Okla.; Airport name, Ardmore Municipal; Elev., 762'; Fac. Class., L-BVORTAC; Ident., ADM; Procedure No. VOR-DME-1. Amdt. Orig.; Eff. date, 25 Dec. 65

Fort Myers RBN.....	FMV VOR.....	Direct.....	1500	T-dn..... C-dn..... S-dn-4*..... A-dn.....	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-1½ 600-1½ 600-1 800-2
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Procedure turn S side of crs, 214° Outbnd, 034° Inbnd, 1500' within 10 miles.
Minimum altitude over the 4.4-mile DME Fix or FMV RBN on final approach crs, 600'; over FMV VOR, 400'.
Crs and distance, 4.4-mile DME Fix or FMV RBN to breakoff point, 034°—3.3 miles; breakoff point to approach end of runway, 046°—0.8 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of VOR, make right turn, intercept R 060°, FMV VOR, climb to 1600' within 20 miles of FMV VOR.
NOTE: When authorized by ATC, Fort Myers DME may be used for an 8-mile orbit from R 115° clockwise thru R 354° at 1500' to position aircraft for a straight-in approach with the elimination of the procedure turn.
*Reduction not authorized.
MSA within 25 miles of facility: 000°-090°—2100'; 090°-180°—2100'; 180°-270°—1200'; 270°-360°—1500'.
City, Fort Myers; State, Fla.; Airport name, Page Field; Elev., 17'; Fac. Class., L-BVORTAC; Ident., FMV; Procedure No. VOR/DME No. 1, Amdt. 1; Eff. date, 25 Dec. 65; Sup. Amdt. No. Orig.; Dated, 27 Nov. 65

JVL VORTAC.....	10-mile DME Fix, R 035°.....	Direct.....	2500	T-dn..... Minimums when control zone effective: C-dn..... S-dn-22#..... A-dn..... Minimums when control zone not effective:† C-dn..... S-dn-22..... A-dn.....	300-1 600-1 600-1 800-2 700-1 700-1 NA	300-1 600-1 600-1 800-2 700-1 700-1 NA	200-1½ 600-1½ 600-1 800-2 700-1½ 700-1 NA
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Procedure turn N side of crs, 035° Outbnd, 215° Inbnd, 2500' between 10- and 20-mile DME Fix, R 035°.
Minimum altitude over 10-mile DME Fix, R 035° on final approach crs, 2200'.
Crs and distance, 10-mile DME Fix, R 035° to airport, 215°—4.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 5.2-mile DME Fix, R 035°, climb to 2400' on R 236° of JVL VORTAC within 10 miles, return to VOR and hold in 1-minute pattern on R 236° with right turns.
NOTES: (1) Approach control available through Rockford, Ill., control tower. (2) When authorized by ATC, JVL DME may be used to position aircraft for straight-in approach at 2500' between R 335° clockwise to R 108° via 16-mile DME Arc with the elimination of procedure turn.
†Obtain Rockford, Ill., altimeter setting.
*These minimums apply at all times for those air carriers with approved weather reporting service.
#600-1½ authorized with operative high-intensity runway lights, except for 4-engine turbojets.
MSA within 25 miles of facility: 000°-090°—2200'; 090°-180°—2400'; 180°-270°—2600'; 270°-360°—2400'.
City, Janesville; State, Wis.; Airport name, Rock County; Elev., 808'; Fac. Class., BVORTAC; Ident., JVL; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. date, 25 Dec. 65

Camp Int.....	OGG VORTAC.....	Direct.....	6000	T-dn#.....	300-1	300-1	200-1½
13-mile DME Fix, R 320°.....	13-mile DME Fix, R 027°.....	13-mile A R C.....	1500	C-dn.....	600-1	600-1	600-1½
13-mile DME Fix, R 069°.....	13-mile DME Fix, R 027°.....	13-mile A R C.....	1500	A-dn.....	800-2	800-2	800-2
13-mile DME Fix, R 027°.....	5-mile DME Fix, R 027°.....	Direct.....	1000	When 5-mile DME Fix, OGG, R 027°, received minimums become: S-dn-20.....	500-1	500-1	500-1

Procedure turn W side of crs, 027° Outbnd, 207° Inbnd, 1500' within 20 miles. Beyond 20 miles not authorized.
When authorized by ATC, DME may be used within 15 miles between R 320° clockwise to 069° at 1500' to position aircraft for final approach with elimination of procedure turn.
Minimum altitude over facility on final approach crs, 700'; 600' if 5-mile DME Fix received; 1000' over 5-mile DME Fix.
Facility on airport. Breakoff point to Runway 20, 200°—1 mile (1.5 DME).
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of OGG VORTAC, turn left to 360°, intercept R 027°, climbing to 3000' within 20 miles, reverse crs and climb to 5000' to VORTAC, or when authorized by ATC and DME operating, proceed to 13-mile DME Fix, R 027° at 3000' and hold NE.
CAUTION: (1) 570' tower, 4 miles W of airport. (2) Runway 20 restricted to 5290' available for landings due trees in approach path.
#Takeoff minimums Runways 23, 20, and 17 are 600-1, and all aircraft must cross airport, under visual conditions prior to departing on crs. All IFR aircraft must comply with published Kahului SID's.
MSA within 25 miles of facility: 000°-090°—4300'; 090°-180°—12,100'; 180°-270°—7800'; 270°-360°—7000'.
City, Kahului, Maui; State, Hawaii; Airport name, Kahului; Elev., 57'; Fac. Class., H-BVORTAC; Ident., OGG; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. date, 25 Dec. 65

RULES AND REGULATIONS

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Porpoise Int (21-mile DME Fix, R 320°).....	10-mile DME Fix, R 320°.....	Direct.....	3000	T-dn#.....	300-1	300-1	200-1½
10-mile DME Fix, R 320°.....	1-mile DME Fix, R 320° (final).....	Direct.....	700	C-dn.....	600-1	600-1	600-1½
				A-dn.....	800-2	800-2	800-2

Procedure turn not authorized.
 Straight-in from Porpoise Int (21-mile DME Fix, R 320°) only.
 Facility on airport.
 Minimum altitude on final approach crs, 700' at 1-mile DME Fix.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 1-mile DME Fix of OGG VORTAC, turn left to 360°, intercept R 027° climbing to 3000', proceed to 13-mile DME Fix, R 027°. Hold NE.
 NOTE: This procedure authorized for DME equipped aircraft only.
 CAUTION: (1) 570' tower, 4 miles W of airport. (2) Runway 20 restricted to 5290' available for landing due trees in approach path.
 #Takeoff minimums Runways 23, 20, and 17 are 600-1, and all aircraft must cross airport under visual conditions prior to departing on crs. All IFR aircraft must comply with published Kahului SID's.
 MSA within 25 miles of facility: 000°-090°-4300'; 090°-180°-12,000'; 180°-270°-7800'; 270°-360°-7000'.
 City, Kahului, Maui; State, Hawaii; Airport name, Kahului; Elev., 57'; Fac. Class., H-BVORTAC; Ident., OGG; Procedure No. VOR/DME No. 2, Amdt. Orig.; Eff. date, 25 Dec. 65

Harpoon Int.....	Mango Int (17-mile DME Fix, OGG, R 190°).....	Direct.....	4000	T-dn#.....	300-1	300-1	300-1
Mango Int (17-mile DME Fix, OGG, R 190°).....	Int OGG, R 190° and LNY, R 081° (9.8-mile DME Fix, OGG, R 190°).....	Direct.....	3000	C-dn.....	700-1	700-1	700-1½
Int OGG, R 190° and LNY, R 081° (9.8-mile DME Fix, OGG, R 190°).....	OGG VORTAC (final).....	Direct.....	800	A-dn.....	800-2	800-2	800-2
				When 5-mile DME Fix, OGG, R 190° received minimums become:			
				C-dn.....	600-1	600-1	600-1½
				S-dn-35.....	500-1	500-1	500-1

Procedure turn not authorized.
 Straight-in from Mango Int (17-mile DME Fix, OGG, R 190°) only.
 Minimum altitude over facility on final approach crs, 800'; 600' if 5-mile DME Fix, R 190° received.
 Facility on airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of OGG VORTAC, make right turn and climb on R 027° to 3000' within 20 miles, reverse crs and climb to 5000' to VORTAC or, when authorized by ATC and DME operating, proceed to 13-mile DME Fix, R 027° at 3000' and hold NE.
 CAUTION: (1) 570' tower, 4 miles W of airport. (2) Runway 20 restricted to 5290' available for landing due trees in approach path.
 #Takeoff minimums Runway 23, 20, and 17 are 600-1 and all aircraft must cross airport under visual conditions prior to departing on crs. All IFR aircraft must comply with published Kahului SID's.
 MSA within 25 miles of facility: 000°-090°-4300'; 090°-180°-12,100'; 180°-270°-7800'; 270°-360°-7000'.
 City, Kahului, Maui; State, Hawaii; Airport name, Kahului; Elev., 57'; Fac. Class., H-BVORTAC; Ident., OGG; Procedure No. VOR/DME No. 3, Amdt. Orig.; Eff. date, 25 Dec. 65

				T-dn.....	300-1	300-1	200-1½
				C-dn.....	500-1	500-1	500-1½
				S-dn-36*.....	500-1	500-1	500-1
				A-dn#.....	800-2	800-2	800-2
				If aircraft equipped with operating DME and 5-mile DME Fix identified, the following minimums are authorized:			
				C-dn.....	400-1	500-1	500-1½
				S-dn-36.....	400-1	400-1	400-1

Procedure turn W side of crs, 170° Outbnd, 350° Inbnd, 1600' within 10 miles.
 Minimum altitude over facility on final approach crs, 500'; 5-mile DME Fix, 600'.
 Crs and distance, breakoff point to Runway 36, 360°-0.3 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of OCF VOR climb to 2000' on R 300° of OCF VOR within 10 miles, return to OCF VOR. Hold S, 170° Outbnd, 350° Inbnd, 1-minute left turns.
 NOTE: When authorized by ATC, Ocala DME may be used for an 8-mile orbit from R 128° clockwise thru R 212° at 1600' to position aircraft for a straight-in approach with the elimination of the procedure turn.
 *Reduction below ¾ mile not authorized.
 #Limited weather information available to public. Alternate usage authorized for air carriers only.
 MSA within 25 miles of facility: 000°-360°-1500'.
 City, Ocala; State, Fla.; Airport name, Ocala Municipal (Jim Taylor Field); Elev., 81'; Fac. Class., BVORTAC; Ident., OCF; Procedure No. VOR/DME No. 1, Amdt. ; Eff. date, 25 Dec. 65; Sup. Amdt. No. 3; Dated, 17 Apr. 65

FNT VORTAC.....	12-mile Fix, R 278°.....	Direct.....	1900	T-dn.....	300-1	300-1	200-1½
12-mile Fix, R 278°.....	17.5-mile Fix, R 278°.....	Direct.....	1400	C-dn.....	700-1	700-1	700-1½
				S-dn-28.....	700-1	700-1	700-1
				A-dn.....	NA	NA	NA

Procedure turn not authorized.
 Minimum altitude over facility on final approach crs, 1900'. Minimum altitude over 12-mile DME Fix, 1900'.
 Crs and distance, facility to airport, 278°-17.5 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 17.5-mile DME Fix, R 278°, climb to 2200', turn right and proceed to FNT VORTAC via R 278° or when directed by ATC, climb to 2200', turn right and return to 12-mile DME Fix, R 278°.
 NOTE: Approach controlled by Flint approach control. Close flight plan with Flint by radio or long distance phone immediately upon landing.
 MSA within 25 miles of facility: 000°-090°-2200'; 090°-180°-2600'; 180°-270°-2200'; 270°-360°-2800'.
 City, Owosso; State, Mich.; Airport name, Owosso City; Elev., 740'; Fac. Class., BVORTAC; Ident., FNT; Procedure No. VOR/DME No. 1, Amdt. 1; Eff. date, 25 Dec. 65; Sup. Amdt. No. Orig.; Dated, 9 Oct. 65

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
AMP RBN Landfall 8-mile DME/Radar Fix	PIE VOR PIE VOR (final)	Direct Direct	1600 1600	T-dn# C-d C-n S-d-9° S-n-9° A-dn If 5-mile DME or Radar Fix on R 063° received, the following minimums are authorized: C-dn S-dn-9°	300-1 700-1 700-2 700-1 700-2 800-2 500-1 500-1	300-1 700-1 700-2 700-1 700-2 800-2 500-1 500-1	200-1½ 700-1½ 700-2 700-1½ 700-2 800-2 500-1½ 500-1

Radar available.
 Procedure turn S side of crs, 243° Outbnd, 063° Inbnd, 1600' within 10 miles.
 Minimum altitude over facility on final approach crs, 1600'; at 5-mile DME or Radar Fix on R 063°, 700'.
 Crs and distance, facility to airport, 063°—8.7 miles; 5-mile DME or Radar Fix on R 063° to airport, 063°—3.7 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing 5-mile DME or Radar Fix or 8.7 miles after passing PIE VOR, turn left, climb to 1600' and return direct to PIE VOR or, when directed by ATC, turn left, climb to 1500' and proceed direct to TP LJM.
 NOTE: When authorized by ATC, DME orbits may be used from R 132° clockwise through R 334° within 8 miles at 1600' to position aircraft for a straight-in approach with the elimination of the procedure turn.
 CAUTION: 210' radio tower, 1 mile WSW of airport.
 Other change: Deletes transition from Culpepper Int.
 *200-1½ absolute minimum for takeoff Runway 27.
 *Reduction not authorized.
 MSA within 25 miles of facility: 000°-090°—1600'; 090°-180°—2200'; 180°-270°—1600'; 270°-360°—1400'.

City, Tampa; State, Fla.; Airport name, Tampa International; Elev., 27'; Fac. Class., BVORTAC; Ident., PIE; Procedure No. VOR/DME No. 1, Amdt. 1; Eff. date, 25 Dec. 65; Sup. Amdt. No. Orig.; Dated, 25 Apr. 64

10-mile DME Fix, R 075°	DLS VOR (final)	Direct	2700	T-dn% C-dn A-dn	1000-1 1500-1 1500-2	1000-1 1500-1 1500-2	1000-1 1500-1½ 1500-2
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Procedure turn S side of crs, 075° Outbnd, 255° Inbnd, 3900' within 10 miles.
 Final approach from holding pattern at DLS VORTAC not authorized; procedure turn required.
 Minimum altitude over facility on final approach crs, 2700'.
 Crs and distance, facility to airport, 249°—11.8 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing DLS VOR, or at 6-mile DME Fix, R 249°, turn left, return to DLS VOR, climb to 3900' on R 075° of the DLS VOR within 10 miles. All maneuvering S of R 075°.
 CAUTION: High terrain W thru NE of airport.
 NOTES: (1) Operations from 6 miles to airport must be conducted in accordance with visual flight rules. (2) When authorized by ATC, DME may be used between R 075° clockwise to R 172° within 10 miles at 3900' to position aircraft for straight-in approach with elimination of the procedure turn.
 *Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance: Climb visually over the airport to 1200', thence climb direct to DLS VORTAC to cross DLS VORTAC at or above 2700'.
 MSA within 25 miles of facility: 000°-090°—5200'; 090°-180°—3700'; 180°-270°—5600'; 270°-360°—6900'.

City, The Dalles; State, Ore.; Airport name, The Dalles Municipal; Elev., 243'; Fac. Class., H-BVORTAC; Ident., DLS; Procedure No. VOR/DME No. 1, Amdt. 4; Eff. date, 25 Dec. 65; Sup. Amdt. No. 3; Dated, 16 Oct. 65

				T-dn C-d C-n A-dn* If aircraft equipped with dual VOR or VOR/DME receivers and Fairfax Int/DME Fix identified, the following minimums apply: C-dn	300-1 600-1 600-2 NA 600-1 500-1	300-1 600-1 600-2 NA 600-1 500-1	200-1½ 600-1½ 600-2 NA 600-2 500-1½
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Procedure turn N side of crs, 296° Outbnd, 116° Inbnd, 2000' within 10 miles.
 Minimum altitude over facility on final approach crs, 1700'; over Fairfax Int/DME Fix, 700'.
 Crs and distance, facility to airport, 099°—8.1 miles; Fairfax Int/DME Fix, 099°—5.4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.1 miles after passing the VOR or 5.4 miles after passing Fairfax Int/DME Fix, make climbing left turn to 2200', return to the VOR and hold NW, 116° Inbnd, 296° Outbnd, 1-minute left turns.
 NOTES: (1) This procedure usable only between the hours of 0600 and 2200 when Alma FSS is in operation, except scheduled air carrier with approved communication service.
 (2) *Alternate minimums 800-2 authorized for air carriers only; provided such air carriers have approval of their arrangements for weather service at this airport. Weather service not available to the general public.
 CAUTION: Night landings not authorized Runway 36, night takeoffs not authorized Runway 18.
 MSA within 25 miles of facility: 000°-090°—1600'; 090°-180°—1800'; 180°-270°—2300'; 270°-360°—1600'.

City, Waycross; State, Ga.; Airport name, Waycross-Ware County; Elev., 142'; Fac. Class., L-BVORTAC; Ident., AYS; Procedure No. VOR/DME No. 1, Amdt. 2; Eff. date, 25 Dec. 65; Sup. Amdt. No. 1; Dated, 2 Oct. 65

RULES AND REGULATIONS

6. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Augusta VOR	LOM	Direct	1800	T-dn	300-1	300-1	200-1½
Augusta RBN	LOM	Direct	1800	C-dn	600-1	600-1	600-1½
Mallard Int.	LOM	Direct	2000	S-dn-35°	200-1½	200-1½	200-1½
Trenton Int.	LOM	Direct	2000	A-dn	600-2	600-2	600-2
Clarice Int.	LOM	Direct	2000				
Shell Bluff Int.	LOM (final)	Direct	1500				

Procedure turn W side of crs, 169° Outbnd, 349° Inbnd, 1600' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 1500'.

Altitude of glide slope and distance to approach end of runway at OM, 1470'—4.5 miles; at MM, 332'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' on 349° crs from LOM within 10 miles or, when directed by ATC, turn left and climb to 2000' on 347° crs, Augusta RBN within 20 miles or, turn left, climb to 2000' and proceed direct to AGS VOR.

CAUTION: Antenna tower, 1883'—6 miles ENE Bush Field.

§300-1 required on Runways 8-26.

*500-½ required when glide slope not utilized. 500-½ authorized with operative ALS, except for 4-engine turbojet.

City, Augusta; State, Ga.; Airport name, Bush Field; Elev., 145'; Fac. Class., ILS; Ident., I-AGS; Procedure No. ILS-35, Amdt. 12; Eff. date, 25 Dec. 65; Sup. Amdt. No. 11; Dated, 1 May 65

Lawson RBN	LOM	Direct	2200	T-dn	300-1	300-1	200-1½
Columbus VOR	LOM	Direct	2200	C-dn	400-1	500-1	500-1½
Marvyn Int.	LOM	Direct	2200	S-dn-5°	300-¾	300-¾	300-¾
Geneva Int.	LOM	Direct	2200	A-dn	600-2	600-2	600-2
Seale Int.	LOM (final)	Direct	2200				

Procedure turn W side of crs, 233° Outbnd, 053° Inbnd, 2200' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 2200'.

Altitude of glide slope and distance to approach end of runway at OM, 2157'—6 miles; at MM, 623'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2200' proceed to Geneva Int via 045° bearing from SQ LMM or, when directed by ATC, climb to 2200', turn left and return direct to LOM.

NOTE: No approach lights.

*500-¾ required when glide slope inoperative. Reduction not authorized.

City, Columbus; State, Ga.; Airport name, Muscogee County; Elev., 397'; Fac. Class., ILS; Ident., I-CSG; Procedure No. ILS-5, Amdt. 6; Eff. date, 25 Dec. 65; Sup. Amdt. No. 5; Dated, 10 Oct. 64

DAB VOR	LOM	Direct	1500	T-dn	300-1	300-1	200-1½
Barberville Int.	LOM	Direct	1600	C-dn	400-1	500-1	500-1½
Lake Helen Int.	LOM	Direct	1600	S-dn-6°	300-¾	300-¾	300-¾
Smyrna Int.	LOM	Direct	1500	A-dn	600-2	600-2	600-2
Woodruff Int.	LOM (final)	Direct	1400				

Procedure turn N side of crs, 245° Outbnd, 065° Inbnd, 1400' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 1400'.

Altitude of glide slope and distance to approach end of runway at OM, 1378'—4.7' miles; at MM, 238'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1500' on NE crs ILS, make left turn and proceed to Daytona Beach VOR via the R 140° or, when directed by ATC, climb to 1500' on NE crs, ILS, make right turn and proceed direct to LOM.

*400-¾ required with glide slope inoperative. Reduction below ¾ mile not authorized.

City, Daytona Beach; State, Fla.; Airport name, Daytona Beach Municipal; Elev., 34'; Fac. Class., ILS; Ident., I-DAB; Procedure No. ILS-6, Amdt. 7; Eff. date, 25 Dec. 65; Sup. Amdt. No. 6; Dated, 29 May 65

De Pere Int.	LOM (final)	Direct	2200	T-dn%#	300-1	300-1	200-1½
OSH VOR	De Pere Int.	Direct	2500	C-dn	400-1	500-1	500-1½
Pine Grove Int.	LOM	Direct	3000	S-dn-6½°	200-1½	200-1½	200-1½
Wolf Int.	LOM	Direct	2300	A-dn	600-2	600-2	600-2
Bear Creek Int.	LOM	Direct	2300				
GRB VOR	LOM	Direct	2300				
Sherwood Int.	LOM	Direct	2300				
Stadium Int.	LOM	Direct	2300				
Waffle Int.	LOM	Direct	2300				
Nicollet Int.	LOM	Direct	3000				
Freedom Int.	LOM	Direct	2300				

Procedure turn S side of crs, 239° Outbnd, 059° Inbnd, 2300' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 2200'.

Altitude of glide slope and distance to approach end of runway at OM, 2138'—5 miles; at MM, 882'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make left-climbing turn to 2300', proceed direct to LOM or, when directed by ATC, (1) make left-climbing turn to 2300', proceed direct to GRB VOR or (2) Climb to 2300' on NE crs GRB ILS within 20 miles.

NOTE: When authorized by ATC, GRB DME may be used to position aircraft for straight-in approach at 2300' between R 320° counterclockwise to R 215° via 12-mile DME Arc with the elimination of procedure turn.

When weather is below 1400-2, aircraft departing southeastbound, flight below 2500' beyond 2 miles from airport is prohibited between R 113° and R 155° inclusive of the GRB VOR due to 2049' tower, 7 miles SE of airport.

§400-1 required when glide slope not utilized. 400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. 400-¾ authorized, except for 4-engine turbojet aircraft, with operative ALS.

§RVR 2400'. Descent below 894' not authorized unless approach lights are visible.

§RVR 2400'. Authorized Runway 6.

City, Green Bay; State, Wis.; Airport name, Austin-Straubel; Elev., 694'; Fac. Class., ILS; Ident., I-GRB; Procedure No. ILS-6, Amdt. 8; Eff. date, 25 Dec. 65; Sup. Amdt. No. 7; Dated, 10 July 65

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Bayshore VHF Int. BSY VOR	Flagler VHF Int (final) Flagler VHF Int	Direct Direct	1500 1500	T-dn C-dn S-dn-27R% A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200-1/2 500-1 1/2 500-1 800-2

Radar available.
 Procedure turn N side of crs, 087° Outbnd, 267° Inbnd, 1500' within 10 miles of Flagler VHF Int.
 Minimum altitude over Flagler VHF Int on final approach crs, 1500'.
 Crs and distance, Flagler VHF Int to airport, 267°—4.4 miles.
 No glide slope.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing Flagler VHF Int, climb to 1500' on W crs of ILS within 20 miles.
 NOTES: (1) Approach from Bayshore VHF Int or a holding pattern at Bayshore, right turns, 267° Inbnd may be used in lieu of procedure turn when authorized by Miami approach control. (2) %Reduction below 1/4 mile not authorized.
 City, Miami; State, Fla.; Airport name, Miami International; Elev., 9'; Fac. Class., ILS; Ident., I-MFA; Procedure No. ILS-27R (back crs), Amdt. 3; Eff. date, 25 Dec. 65; Sup. Amdt. No. 2; Dated, 1 Feb. 64

Nantucket VOR Cralgville Int	AC LOM AC LOM	Direct Direct	1700 1700	T-dn C-dn S-dn-24° A-dn	300-1 400-1 200-1/2 600-2	300-1 500-1 200-1/2 600-2	200-1/2 500-1 1/2 200-1/2 600-2
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Radar available.
 Procedure turn N side of crs, 060° Outbnd, 240° Inbnd, 1600' within 10 miles. Beyond 10 miles not authorized.
 Minimum altitude at glide slope interception Inbnd, 1600'.
 Altitude of glide slope and distance to approach end of runway at OM, 1515'—4.4 miles; at MM, 266'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make left-climbing turn to 1600' and return to AC LOM.
 Hold NE of AC LOM, 240° Inbnd, right turns, 1 minute.
 CAUTION: 342' tower, 2.6 miles W of airport; 650' Loran antenna, 3 miles ESE of airport.
 Other change: Delete tower operating note.
 *400-1 required when glide slope inoperative. 400-1/2 authorized, except for 4-engine turbojet aircraft, with operative ALS. 400-3/4 authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
 City, Nantucket; State, Mass.; Airport name, Nantucket Memorial; Elev., 47'; Fac. Class., ILS; Ident., I-ACK; Procedure No. ILS-24, Amdt. 5; Eff. date, 25 Dec. 65; Sup. Amdt. No. 4; Dated, 14 Nov. 64

PIE VOR AMP RBN Wilson Int	LOM LOM LOM (final)	Direct Direct Direct	1500 1500 1200	T-dn%# C-dn S-dn-18L*## A-dn	300-1 500-1 200-1/2 600-2	300-1 500-1 200-1/2 600-2	200-1/2 500-1 1/2 200-1/2 600-2
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Radar available.
 Procedure turn W side of crs, 001° Outbnd, 181° Inbnd, 1400' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 1200'.
 Altitude of glide slope and distance to approach end of runway at LOM, 1171'—4 miles; at MM, 215'—0.5 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn right to 225°, climb to 1600' on R 080°/R 260°, PIE VOR within 20 miles or, when directed by ATC, climb to 1600' on S crs of ILS or 181° crs from LOM within 20 miles.
 CAUTION: 210' radio tower, 1 mile WSW of airport.
 %200-1/2 absolute minimum for takeoff Runway 27.
 #RVR 2400' authorized 18L.
 ##RVR 2400'. Descent below 227' not authorized unless approach lights are visible.
 *400-3/4 (RVR 4000') required when glide slope not utilized. 400-1/2 (RVR 2400') authorized, with operative ALS, except for 4-engine turbojets.
 City, Tampa; State, Fla.; Airport name, Tampa International; Elev., 27'; Fac. Class., ILS; Ident., I-TPA; Procedure No. ILS-18 L, Amdt. 22; Eff. date, 25 Dec. 65; Sup. Amdt. No. 21; Dated, 19 June 65

Utica VOR Vernon Int Lakeport Int Westlake Int	BKG RBN BKG RBN BKG RBN BKG RBN (final)	Direct Direct Direct Direct	3100 2800 2600 2600	T-dn C-dn S-dn-15° A-dn	300-1 400-1 300-1 800-2	300-1 500-1 300-1 800-2	200-1/2 500-1 1/2 300-1 800-2
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Radar available.
 Procedure turn W side of crs, 329° Outbnd, 149° Inbnd, 2600' within 10 miles.
 Minimum altitude over BKG RBN on final approach crs, 2600'.
 Crs and distance, BKG RBN to airport, 149°—5.7 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing BKG RBN, climb straight ahead to 3200' direct to UTI RBN. Hold SE of RBN, 329° Inbnd, 1-minute right turns.
 #Reduction not authorized.
 City, Utica; State, N.Y.; Airport name, Oneida County; Elev., 742'; Fac. Class., ILS; Ident., I-UCA; Procedure No. ILS-15 (back crs), Amdt. Orig.; Eff. date, 25 Dec. 65

7. By amending the following radar procedures prescribed in § 97.19 to read:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
0°	360°	0-8 miles	3600	T-dn	300-1	300-1	300-1
4 miles either side of localizer crs.	From transmitter to 20 miles NE		3600	C-dn	800-1	800-1½	800-2
	20 miles to 23 miles NE		4000	S-dn-22°#	700-1	700-1	700-1
All other airway segments		0-35 miles	Published MEA.	S-dn-4#	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
All areas outside of airways:							
095°	220°	8-35 miles	8500				
220°	330°	8-35 miles	5000				
330°	095°	8-35 miles	6000				

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 22: Climb to 4000' on 224° crs from LOM within 20 miles. Runway 4: Climb to 3600' on 044° crs from BON RBN within 15 miles.

*Reduction not authorized.

*Maintain 2300' until passing 2½-mile Radar Fix on final.

City, Bristol, State, Tenn.; Airport name, Tri-City; Elev., 1519'; Fac. Class and Ident., Tri-City Radar; Procedure No. 1, Amdt. Orig; Eff. date, 20 Dec. 65

				Surveillance approach			
300	180	Within:	2000				
		25 miles		T-dn	300-1	300-1	200-½
180	300	15 miles	1600	C-dn	500-1	500-1	500-1½
180	300	15-25 miles	2700	S-dn-5, 23, 13*	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

All bearings and distances are from radar site on Robins Air Force Base with sector azimuths progressing clockwise.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runway 5: Climb to 2000' on R 055° of MON VOR within 20 miles. Runway 23: Climb to 2000' on R 227° of MON VOR within 20 miles. Runway 13: Turn right, climb to 2000' on R 227° of MON VOR within 20 miles.

NOTE: Radar control must provide 1000' vertical clearance within a 3-mile radius of 751' tower, 5.5 miles S and 848' tower, 6.5 miles NE of airport.

*Reduction below ½ mile not authorized.

City, Macon; State, Ga.; Airport name, Macon Municipal; Elev., 354'; Fac. Class. and Ident., Macon Radar; Procedure No. 1, Amdt. 3; Eff. date, 25 Dec. 65; Sup. Amdt. No. 2; Dated, 31 July 65

				Surveillance approach			
050°	185°	Within:	1800				
		20 miles		T-dn*	300-1	300-1	200-½
185°	040°	20 miles	1800	C-dn#	500-1	500-1	500-1½
				S-dn-9#	400-1	400-1	400-1
				S-dn-17, 27S	400-1	400-1	400-1
				S-dn-3, 21	400-1	400-1	400-1
				S-dn-35@	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

All bearings and distances are from radar antenna site with sector azimuths progressing clockwise. Radar control must provide 3 miles or 1000' vertical separation from following towers: 1349'—9.7 miles NE, 1340'—8 miles NE, 975'—9.2 miles NE, and 1333'—8.7 miles NE.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, Runways 27 and 21: Climb to 1900' on R 257°, MEM VORTAC within 15 miles. Runways 3 and 9: Turn right, climb to 1900' on R 109°, MEM VORTAC within 15 miles. Runway 35: Turn right, climb to 1900' on R 109°, MEM VORTAC within 15 miles. Runway 17: Turn right, climb to 1900' on R 257°, MEM VORTAC within 15 miles.

NOTE: TDZ-35, CL 35/17, VASI 27.

*AIR CARRIER NOTE: Takeoff with less than 200-½ not authorized on Runways 14-32.

400-½ (RVR 4000') authorized, with HIRL, except for 4-engine turbojets. 400-½ (RVR 2400') authorized, with ALS, except for 4-engine turbojets.

5400-½ authorized, with HIRL, except for 4-engine turbojets.

@Radar will not descend aircraft below 800' until 2 miles from approach end of Runway 35.

City, Memphis; State, Tenn.; Airport name, Memphis Metropolitan; Elev., 331'; Fac. Class. and Ident., Memphis Radar; Procedure No. 1, Amdt. 14; Eff. date, 25 Dec. 65; Sup. Amdt. No. 13; Dated, 9 Dec. 65

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), 601, Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on November 18, 1965.

C. W. WALKER,
Acting Director, Flight Standards Service.

[F.R. Doc. 66-193; Filed, Jan. 5, 1966; 8:50 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Housing and Home Finance Agency

Effective on publication in the FEDERAL REGISTER, paragraph (c) and subparagraph (1) thereunder of § 213.3144, having expired by its own terms, is revoked.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
*Executive Assistant to
the Commissioners.*

[F.R. Doc. 66-162; Filed, Jan. 5, 1966;
8:50 a.m.]

PART 213—EXCEPTED SERVICE

Department of Commerce

Section 213.3314 is amended to show that the position of Chairman of the Advisory Board of the Inland Waterways Corporation is no longer excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, paragraph (b) of § 213.3314 and subparagraph (1) thereunder are revoked.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
*Executive Assistant to
the Commissioners.*

[F.R. Doc. 66-160; Filed, Jan. 5, 1966;
8:50 a.m.]

PART 213—EXCEPTED SERVICE

Department of Health, Education, and Welfare

Section 213.3316 is amended to show the exception under Schedule C of two positions of Confidential Secretary to the Assistant Secretary for Program Coordination. Effective on publication in the FEDERAL REGISTER, paragraph (k) and subparagraph (1) thereunder are added to § 213.3316 as set out below.

§ 213.3316 Department of Health, Education, and Welfare.

* * *

(k) *Office of the Assistant Secretary for Program Coordination.*

(1) Two Confidential Secretaries to the Assistant Secretary.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
*Executive Assistant to
the Commissioners.*

[F.R. Doc. 66-161; Filed, Jan. 5, 1966;
8:50 a.m.]

PART 550—PAY ADMINISTRATION (GENERAL)

Subpart G—Severance Pay

A new Subpart G is added to Part 550 to provide the regulations governing severance pay authorized by section 9 of the Federal Employees Salary Act of 1965 and Executive Order 11257 of November 13, 1965. Subpart G, which is effective October 29, 1965, reads as follows:

Sec.
550.701 Coverage.
550.702 Entitlement.
550.703 Definitions.
550.704 General provisions.
550.705 Failure to accompany activity.
550.706 Resignation in lieu of involuntary separation.
550.707 Postponement of payments.
550.708 Service with county committees.

AUTHORITY: The provisions of this Subpart G issued under sec. 9(c) of P.L. 89-301, 79 Stat. 1119 and E.O. 11257.

§ 550.701 Coverage.

(a) *Departments.* This subpart applies to: (i) The executive departments and independent establishments in the executive branch of the Federal Government, including corporations wholly owned or controlled by the United States; (ii) the Library of Congress; (iii) the Government Printing Office; (iv) the General Accounting Office; and (v) the municipal government of the District of Columbia.

(b) *Employees.* (1) Except as provided by subparagraph (2) of this paragraph and section 9(b) of the act, this subpart applies to each full-time and part-time officer and employee of a department, with a regularly prescheduled tour of duty within each administrative workweek, and to each hourly officer and employee in the postal field service, who is serving (i) under a career or career-conditional appointment in the competitive service or under their equivalent in the excepted service; (ii) under an indefinite appointment in the competitive service made under the indefinite-appointment system that preceded the career-conditional appointment system; (iii) under an indefinite appointment without time limitation in the excepted service; (iv) under an overseas limited appointment without time limitation; (v) as a status quo employee including one who becomes an indefinite employee upon promotion, demotion, or reassignment.

(2) This subpart does not apply to an employee who, at the time of separation from the service, is offered and declines to accept an equivalent position in his department in the same commuting area, including a department to which the employee with his function is transferred in a transfer of functions between departments. For purposes of this subparagraph, an equivalent position is one of like seniority, tenure, and pay other than a retained rate.

§ 550.702 Entitlement.

This subpart and section (9) of the act apply to the computation and payment of severance pay to an employee who is involuntarily separated from the

service, not by removal for cause on charges of misconduct, delinquency, or inefficiency.

§ 550.703 Definitions.

In this subpart:

(a) "Act" means the Federal Employees Salary Act of 1965 (Act of October 29, 1965; 79 Stat. 1111; Public Law 89-301).

(b) "Basic compensation" means the rate of compensation fixed by law or administrative action for the position held by an employee at the time of separation before any deductions and exclusive of additional compensation of any kind.

(c) "Department" means a department or agency to which this subpart applies under section 550.701(a).

(d) "Employee" means an officer or employee to whom this subpart applies and includes the recipient of severance pay under the act and this subpart.

(e) "Severance pay fund" means the total severance pay to which an employee is entitled under the act.

(f) "Total severance pay" means the amount of severance pay payable to the employee as computed under section 9(d) of the act.

§ 550.704 General provisions.

(a) *Payment of severance pay.* On an employee's separation, the department shall compute his severance pay fund, and shall pay him at the same pay period intervals as if still employed the same amount as his basic compensation for the pay period immediately before separation until the severance pay fund is exhausted, except that the final payment shall consist only of that portion of the severance pay fund remaining.

(b) Computation of severance pay.

(1) In computing an employee's civilian service under section 9(d) of the act, the department shall include all service that is creditable in determining an employee's years of service for leave accrual rate purposes under the Annual and Sick Leave Act of 1951, as amended (5 U.S.C. 2061 et seq.) except that military service which does not interrupt otherwise creditable civilian service may not be counted.

(2) In computing an employee's total years of creditable civilian service under subparagraph (1) of this paragraph, the department shall credit him with each full year and with 25 percent of a year for each 3 months of creditable civilian service that exceeds 1 or more full years.

(3) In computing an employee's years of age over 40 for the age adjustment allowance under section 9(d) of the act, the department shall credit him with 25 percent of a year for each 3 months that his age exceeds 40.

(4) (i) For entitlement to severance pay under section 9(b) (2) of the act, the appointment without time limitation must be one of the appointments specified in section 550.701(b) (1) and the termination from that appointment must have resulted from an involuntary separation not by removal for cause on charges of misconduct, delinquency, or inefficiency. (ii) If an employee retains entitlement to severance pay under sec-

tion 9(b) (2) of the Act, "basic compensation at the rate received immediately before separation" under section 9(d) of the act is that basic rate received immediately before the termination of the appointment without time limitation.

(5) The basic compensation received immediately before separation for an employee who is in a nonpay status at the time of separation is that basic compensation he would receive had he been in a pay status at the time of separation.

(c) *Recredit of service.* When an employee is reemployed and entitled to a recredit of service under section 9(f) of the act, the department which reemploys him need only record the number of weeks of severance pay hitherto received. Should the employee become entitled to severance pay upon a subsequent separation, the department shall compute his severance pay fund at the time of the subsequent separation on the basis of all his creditable service and his current age and shall deduct from the number of weeks it will take to exhaust the severance pay fund, as recomputed at the time of his subsequent separation, the number of weeks for which the employee previously received severance pay.

(d) *Determination of 12 months continuous service.* The requirement of section 9(e) of the act is met if the employee on the date of separation has been on the rolls of one or more departments under one or more appointments without time limitation, or temporary appointments that precede or follow an appointment without time limitation, without any break in service of more than 3 calendar days for at least the preceding 12 calendar months.

§ 550.705 Failure to accompany activity.

The separation of an employee by a department when the employee declines to accompany his position when it is moved to another commuting area because of a transfer of function is deemed to be an involuntary separation not by removal for cause on charges of misconduct, delinquency, or inefficiency, for purposes of entitlement to severance pay.

§ 550.706 Resignation in lieu of involuntary separation.

(a) Except as provided for in paragraph (b) of this section, an employee who is separated because of resignation is deemed to have been involuntarily separated for purposes of entitlement to severance pay, if he has not declined an offer of an equivalent position under section 550.701(b) (2), when he is separated because of resignation (i) after receiving a specific notice in writing by his department that he is to be involuntarily separated not by removal for cause on charges of misconduct, delinquency, or inefficiency, (ii) after receipt of a general notice of reduction in force by his department which announces that all positions in his competitive area will be abolished or transferred to another commuting area and his resignation is effective on a date which is not more than 1 year before the abolition or transfer, and (iii) after receipt of a notice by his department

proposing to separate him for declining to accompany his position when it is to be moved to another commuting area because of a transfer of function and when all positions in his competitive area are to be abolished or transferred to another commuting area within a period of not more than 1 year.

(b) When the facts and circumstances available to a department show that a resignation under paragraph (a) of this section is unrelated to the issuance of one of the notices specified in that paragraph, separation of the employee by resignation is a voluntary separation under the act.

§ 550.707 Postponement of payments.

When, after a break in service of more than 3 days, an employee who is entitled to severance pay accepts an appointment with a definite time limitation of 1 year or less, the department which separated him shall suspend the payment of severance pay for the duration of the appointment and shall, at the termination of the appointment, continue the payment of the severance pay fund as prescribed by this subpart and the act. The period of service covered by such an appointment is not creditable for purposes of computing the severance pay it interrupts.

§ 550.708 Service with county committees.

For purposes of computation, payment, and termination of severance pay under the act and this subpart, service by persons as employees of the county committees established pursuant to section 8(b) of the Soil Conservation and Domestic Allotment Act (16 U.S.C. 590h(b)) is considered to be service with a department.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
*Executive Assistant to
the Commissioners.*

[F.R. Doc. 66-180; Filed, Jan. 5, 1966;
8:50 a.m.]

Title 7—AGRICULTURE

Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

[Amdt. 6]

PART 730—RICE

Subpart—Regulations for Determination of Acreage Allotments for 1964 and Subsequent Crops of Rice

Miscellaneous Amendments

Correction

In F.R. Doc. 66-36 appearing at page 5 in the issue for Tuesday, January 4, 1966, the amendatory language in item 2 now referring to paragraph (a) of § 730.1529 is corrected to refer to paragraph (g) of that section.

Chapter IX—Consumer and Marketing Service (Marketing Agreements and Orders; Fruits, Vegetables, Nuts), Department of Agriculture

[Orange Reg. 52]

PART 905—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS GROWN IN FLORIDA

Limitation of Shipments

Correction

In F.R. Doc. 65-14020, appearing at page 5 of the issue for Tuesday, January 4, 1966, the words "U.S. No. 1" in § 905.479(b) (3) (iii) should read "U.S. No. 1 Russet".

[Navel Orange Reg. 94]

PART 907—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

Correction

In F.R. Doc. 65-14019, appearing at page 17155 of the issue for Friday, December 31, 1965, § 907.394(b) (1) (ii) should read as follows:

(ii) District 2: 86,178 cartons;

Title 26—INTERNAL REVENUE

Chapter I—Internal Revenue Service, Department of the Treasury

SUBCHAPTER A—INCOME TAX

[T.D. 6872]

PART 1—INCOME TAX; TAXABLE YEARS BEGINNING AFTER DECEMBER 31, 1953

SUBCHAPTER C—EMPLOYMENT TAXES

PART 31—EMPLOYMENT TAXES; APPLICABLE ON AND AFTER JANUARY 1, 1955

SUBCHAPTER F—PROCEDURE AND ADMINISTRATION

PART 301—PROCEDURE AND ADMINISTRATION

Payment of Taxes in Nonconvertible Foreign Currency

On May 4, 1965, notice of proposed rule making providing rules for the payment of Federal Insurance Contributions Act taxes in foreign currency, amending the rules for payment of income tax in foreign currency by extending their applicability to certain recipients of grants or compensation under the Mutual Educational and Cultural Exchange Act of 1961, as amended (22 U.S.C. 2451), and section 104 (h), (j), (k), (o), or (p) of the Agricultural Trade Development and Assistance Act of 1954, as amended (7 U.S.C. 1704 (h), (j), (k), (o), (p)), and making certain other changes, was published in the FEDERAL REGISTER (30 F.R. 6222). After consideration of all such relevant

matter as was presented by interested persons regarding the rules proposed, the amendment of the regulations as proposed is hereby adopted, subject to the changes set forth below:

PARAGRAPH 1. Section 301.6316-1, as set forth in paragraph 6 of the notice of proposed rule making, is changed by revising paragraphs (a) (3) and (b) (3) of such section.

PAR. 2. Paragraph (c) of § 301.6316-5 is amended.

PAR. 3. Section 301.6316-7, as set forth in paragraph 11 of the notice of proposed rule making, is changed by revising paragraph (a) (1) of such section.

[SEAL] SHELDON S. COHEN,
Commissioner of Internal Revenue.

Approved: December 30, 1965.

STANLEY S. SURREY,
Assistant Secretary of the
Treasury

In order to provide rules for the payment of Federal Insurance Contributions Act taxes in foreign currency, and to amend the rules for payment of income tax in foreign currency by extending their applicability to certain recipients of grants or compensation under the Mutual Educational and Cultural Exchange Act of 1961, as amended (22 U.S.C. 2451), and section 104 (h), (j), (k), (o), or (p) of the Agricultural Trade Development and Assistance Act of 1954, as amended (7 U.S.C. 1704 (h), (j), (k), (o), (p)), and by making certain other changes, the Income Tax Regulations (26 CFR Part 1) under section 6091, the Employment Tax Regulations (26 CFR Part 31) under sections 6011, 6151 and 6302 and the Regulations on Procedure and Administration (26 CFR Part 301) under sections 6311 and 6316 of the Internal Revenue Code of 1954 are amended, effective with respect to the taxable periods specified, as follows:

PARAGRAPH 1. Paragraph (a) of § 1.6091-3 is amended to read as follows:

§ 1.6091-3 Income tax returns required to be filed with Director of International Operations.

(a) Income tax returns on which all, or a portion, of the tax is to be paid in foreign currency. See §§ 301.6316-1 to 301.6316-6, inclusive, and §§ 301.6316-8 and 301.6316-9 of this chapter (Regulations on Procedure and Administration).

PAR. 2. Section 31.6011(a)-1 is amended by adding a new paragraph (e) thereto. This amended provision reads as follows:

§ 31.6011(a)-1 Returns under Federal Insurance Contributions Act.

(e) Wages paid in nonconvertible foreign currency. For provisions relating to returns filed by certain employers who pay wages in nonconvertible foreign currency, see § 301.6316-7 of this chapter (Regulations on Procedure and Administration).

PAR. 3. Paragraph (b) of § 31.6151-1 is amended to read as follows:

§ 31.6151-1 Time for paying tax.

(b) Cross references. For provisions relating to the use of Federal Reserve banks and authorized commercial banks in depositing the taxes, see §§ 31.6302 (c)-1 and 31.6302(c)-2. For rules relating to the payment of taxes in nonconvertible foreign currency, see § 301.6316-7 of this chapter (Regulations on Procedure and Administration).

PAR. 4. Paragraph (b) of § 31.6302 (c)-1 is amended to read as follows:

§ 31.6302(c)-1 Use of Government depositaries in connection with taxes under Federal Insurance Contributions Act and income tax withheld.

(b) Exceptions—(1) Monthly returns. The provisions of this section are not applicable with respect to taxes for the month in which the employer receives notice from the district director that returns are required under § 31.6011(a)-5, or for any subsequent month for which such a return is required.

(2) Wages paid in nonconvertible foreign currency. The provisions of this section are not applicable with respect to taxes paid in nonconvertible foreign currency pursuant to § 301.6316-7 of this chapter (Regulations on Procedure and Administration).

PAR. 5. Section 301.6311-1 is amended by adding a new paragraph (c) thereto. This added paragraph reads as follows:

§ 301.6311-1 Payment by check or money order.

(c) Payment in nonconvertible foreign currency. For rules relating to payment of income taxes and taxes under the Federal Insurance Contributions Act in nonconvertible foreign currency, see section 6316 and the regulations thereunder.

PAR. 6. Section 301.6316-1 is amended to read as follows:

§ 301.6316-1 Payment of income tax in foreign currency.

Subject to the provisions of §§ 301.6316-3 to 301.6316-5, inclusive, that portion of the income tax which is attributable to amounts received by a citizen of the United States in nonconvertible foreign currency may be paid in such currency—

(a) For any taxable year beginning on or after January 1, 1955, and before January 1, 1964, if such amounts—

(1) Are disbursed from funds made available to a foundation or commission established in a foreign country pursuant to an agreement made under the authority of section 32(b) of the Surplus Property Act of 1944, as amended (50 U.S.C. App. 1641(b) (2)), or re-established under the authority of the Mutual Educational and Cultural Exchange Act of 1961, as amended (22 U.S.C. 2451);

(2) Constitute either a grant made for authorized purposes of the agreement or compensation for personal services performed in the employ of the foundation or commission;

(3) Are at least 75 percent of the entire amount of the grant or compensation; and

(4) Are treated as income from sources without the United States under the provisions of sections 861 to 864, inclusive, and §§ 1.861-1 to 1.864, inclusive, of this chapter (Income Tax Regulations); and

(b) For any taxable year beginning on or after January 1, 1964, if such amounts—

(1) Are disbursed from funds made available either to a foundation or commission, established pursuant to an agreement made under the authority of section 32(b) of the Surplus Property Act of 1944, as amended, or to a foundation or commission established or continued pursuant to an agreement made under the authority of the Mutual Educational and Cultural Exchange Act of 1961, as amended; or are paid from grants made to such citizen, or to a foundation or an educational or other institution, under the authority of the Mutual Educational and Cultural Exchange Act of 1961, as amended, or section 104 (h), (j), (k), (o), or (p) of the Agricultural Trade Development and Assistance Act of 1954, as amended (7 U.S.C. 1704 (h), (j), (k), (o), (p));

(2) Constitute either a grant made for a purpose authorized under any such agreement or law, or compensation for personal services performed in the employ of any organization engaged in administering any program or activity pursuant to any such agreement or law;

(3) Are at least 70 percent of the entire amount of the grant or compensation; and

(4) Are treated as income from sources without the United States under the provisions of sections 861 to 864, inclusive, and §§ 1.861-1 to 1.864, inclusive, of this chapter (Income Tax Regulations).

PAR. 7. Paragraph (a) of § 301.6316-2 is amended to read as follows:

§ 301.6316-2 Definitions.

For purposes of §§ 301.6316-1 to 301.6316-9, inclusive:

(a) The term "tax", as used in §§ 301.6316-1, 301.6316-3, 301.6316-4, 301.6316-5, and 301.6316-6 means the income tax imposed for the taxable year by chapter 1 of the Internal Revenue Code of 1954, and as used in § 301.6316-7 means the Federal Insurance Contributions Act taxes imposed by chapter 21 of the Code (or by the corresponding provisions of the Internal Revenue Code of 1939). The term "tax", as used in §§ 301.6316-8 and 301.6316-9 shall relate to either of such taxes, whichever is appropriate.

PAR. 8. Paragraphs (a) and (b) (1) of § 301.6316-4 are amended to read as follows:

§ 301.6316-4 Return requirements.

(a) Place for filing. A return of income which includes amounts received in foreign currency on which the tax is paid in accordance with § 301.6316-1 shall be filed with the Director of International Operations, Internal Revenue

Service, Washington, D.C., 20225. For the time for filing income tax returns, see sections 6072 and 6081 and §§ 1.6072-1, 1.6081-1, and 1.6081-2 of this chapter (Income Tax Regulations).

(b) *Statements required.* (1) A statement, prepared by the taxpayer, and certified by the foundation, commission, or other person having control of the payments made to the taxpayer in nonconvertible foreign currency, shall be attached to the return showing that for the taxable year involved the taxpayer is entitled to pay tax in foreign currency in accordance with section 6316 and the regulations thereunder. This statement shall disclose the total amount of grants or compensation received by the taxpayer during the taxable year under the authority of section 32(b) of the Surplus Property Act of 1944, as amended (50 U.S.C. App. 1641(b)(2)), or of the Mutual Educational and Cultural Exchange Act of 1961, as amended (22 U.S.C. 2451), or section 104 (h), (j), (k), (o), or (p) of the Agricultural Trade Development and Assistance Act of 1954, as amended (7 U.S.C. 1704 (h), (j), (k), (o), (p))), and the amount thereof paid in nonconvertible foreign currency. It shall also state that with respect to the grant or compensation the applicable percentage requirement of § 301.6316-1 is satisfied.

PAR. 9. Paragraphs (a), (c) and (d) (1) of § 301.6316-5 are amended to read as follows:

§ 301.6316-5 Manner of paying tax by foreign currency.

(a) *Time and place to pay.* The unpaid tax required to be shown on a return filed in accordance with § 301.6316-4, whether payable in whole or in part in foreign currency, is due and payable to the Director of International Operations, Internal Revenue Service, Washington, D.C., 20225, at the time the return is filed. However, see paragraph (d) of this section with respect to the depositing of the foreign currency with the disbursing officer of the Department of State.

(c) *Determination of the tax.* In determining the tax payable for the taxable year in U.S. dollars, the taxpayer, with respect to amounts described in paragraph (a) of § 301.6316-1, or amounts described in paragraph (b) of § 301.6316-1 received before November 1, 1965, shall use the rates of exchange which most clearly reflect the correct tax liability in dollars, whether it be the official rate, the open market rate, or any other appropriate rate. With respect to amounts described in paragraph (b) of § 301.6316-1 received on or after November 1, 1965, the taxpayer shall use the official rate of exchange in determining the tax payable for the taxable year in U.S. dollars. After determining the correct tax liability in U.S. dollars the taxpayer shall then ascertain, in accordance with the principles of § 301.6316-3, the portion of the tax which is attributable

to amounts received in nonconvertible foreign currency.

(d) *Deposit of foreign currency with disbursing officer.* (1) After the portion of the tax which is attributable to amounts received in nonconvertible foreign currency is determined in United States dollars, the amount so determined shall be deposited in the same nonconvertible foreign currency with the disbursing officer of the Department of State for the foreign country where the fund is located from which the payments in nonconvertible foreign currency are made to the taxpayer. The amount of foreign currency to be deposited shall be that amount which, when converted at the rate of exchange used on the date of deposit by that disbursing officer for the acquisition of such currency for his official disbursements, equals the portion of the tax so determined in United States dollars.

PAR. 10. Paragraphs (a) and (c) (2) of § 301.6316-6 are amended to read as follows:

§ 301.6316-6 Declarations of estimated tax.

(a) *Filing of declaration.* A declaration of estimated tax in respect of amounts on which the tax is to be paid in foreign currency under the provisions of § 301.6316-1 shall be filed with the Director of International Operations, Internal Revenue Service, Washington, D.C., 20225, and shall have attached thereto the statements required by paragraph (b) (1) and (2) (i) of § 301.6316-4 in respect of the tax return except that the statement certified by the foundation, commission, or other person having control of the payments to the taxpayer in nonconvertible foreign currency may be based upon amounts expected to be received by the taxpayer during the taxable year if they are not in fact known at the time of certification. A copy of this certified statement shall be retained by the taxpayer for the purpose of exhibiting it to the disbursing officer when making installment deposits of foreign currency under the provisions of paragraph (c) of this section. For the time for filing declarations of estimated tax, see sections 6073 and 6081 and §§ 1.6073-1 to 1.6073-4, inclusive, and §§ 1.6081-1 and 1.6081-2 of this chapter (Income Tax Regulations).

(c) *Payment of estimated tax.* * * *

(2) Every taxpayer making a deposit of foreign currency in accordance with this paragraph shall tender to the Director of International Operations, Internal Revenue Service, Washington, D.C., 20225, the original of the receipt from the disbursing officer as payment, to the extent of the amount represented thereby in United States dollars, of the estimated tax. For the dates prescribed for the payment of estimated tax, see sections 6153 and 6161 and § 1.6153-1 to 1.6153-4, inclusive, and § 1.6161-1 of this chapter (Income Tax Regulations). A taxpayer should make the deposit re-

quired by this paragraph in ample time to permit him to tender such receipt by the date prescribed for payment of the estimated tax.

PAR. 11. Sections 301.6316-7 and 301.6316-8 are deleted. There are added immediately after § 301.6316-6 the following new sections:

§ 301.6316-7 Payment of Federal Insurance Contributions Act taxes in foreign currency.

(a) *In general.* The taxes imposed on employees and employers by sections 3101 and 3111, respectively, of chapter 21 of the Code (Federal Insurance Contributions Act) or the corresponding sections of the Internal Revenue Code of 1939 may, with respect to wages (as defined in section 3121(a) of chapter 21 of the Code or the corresponding section of the Internal Revenue Code of 1939) paid in nonconvertible foreign currency (as defined in paragraph (b) of § 301.6316-2) for services performed on or after January 1, 1951, be paid in that currency if all such wages—

(1) Are paid from funds made available to a foundation or commission established in a foreign country pursuant to an agreement made under the authority of section 32(b) of the Surplus Property Act of 1944, as amended (50 U.S.C. App. 1641(b)(2)), or established or continued pursuant to an agreement made under authority of the Mutual Educational and Cultural Exchange Act of 1961, as amended (22 U.S.C. 2451); and

(2) Are paid to a United States citizen for services performed in the employ of such foundation or commission.

(b) *Return requirements.* (1) *Statements required.* (i) A return on which payment of Federal Insurance Contributions Act taxes is made in accordance with this section shall have attached thereto a statement, certified by the foundation or commission filing the return, stating that the foundation or commission is an organization established pursuant to an agreement made under authority of section 32(b) of the Surplus Property Act of 1944, as amended, or established or continued pursuant to an agreement made under authority of the Mutual Educational and Cultural Exchange Act of 1961, as amended.

(ii) The taxpayer shall also attach to the return a statement showing the rates of exchange used in determining in United States dollars the wages reported on the return and the taxes due with respect thereto. See paragraph (c) (1) of this section.

(2) *Cross references.* For the place for filing returns of the Federal Insurance Contributions Act taxes, see § 31.6091-1(c) of this chapter (Employment Tax Regulations). For the time for filing returns of the Federal Insurance Contributions Act taxes, see § 31.6071(a)-1 of this chapter (Employment Tax Regulations).

(c) *Payment of tax.* (1) *Determination of the tax.* In determining in

United States dollars the wages required to be reported on the return and the taxes due with respect thereto, the taxpayer shall use the rate of exchange which most clearly reflects the correct equivalent in dollars, whether it be the official rate, the open market rate, or any other appropriate rate.

(2) *Deposit of foreign currency with disbursing officer.* (i) After determination is made in United States dollars of the Federal Insurance Contributions Act taxes with respect to wages paid in nonconvertible foreign currency, the amount so determined shall be deposited in the same nonconvertible foreign currency with the disbursing officer of the Department of State for the foreign country where the fund is located from which such wages were paid. The amount of the foreign currency to be deposited shall be that amount which, when converted at the rate of exchange used on the date of deposit by the disbursing officer for the acquisition of such currency for his official disbursements, equals the taxes determined in United States dollars.

(ii) The disbursing officer may rely upon the taxpayer for the determination of the amount of tax payable in foreign currency but may not accept any such currency for deposit until the taxpayer has presented for inspection the certified statement referred to in paragraph (b) (1) of this section. Upon acceptance of foreign currency for deposit the disbursing officer shall give the taxpayer a receipt in duplicate showing the name and address of the depositor, the date of the deposit, the amount of foreign currency deposited and its equivalent in United States dollars on the date of deposit, and the kind of tax for which the deposit is made.

(iii) Every taxpayer making a deposit of foreign currency in accordance with this paragraph shall attach to the return required to be filed in accordance with paragraph (b) of this section the original of the receipt given by the disbursing officer. Tender of such receipt to the Director of International Operations shall be considered as payment of tax in an amount equal to the United States dollars represented by the receipt.

(iv) A taxpayer shall make the deposit required by this paragraph in ample time to permit it to attach the receipt to its return for filing within the time prescribed by § 31.6071(a)-1 of this chapter (Employment Tax Regulations).

§ 301.6316-8 Refunds and credits in foreign currency.

(a) *Refunds.* The refund of any overpayment of tax which has been paid under section 6316 in foreign currency may, in the discretion of the Commissioner, be made in the same foreign currency by which the tax was paid. The amount of any such refund made in foreign currency shall be the amount of the overpayment in United States dollars converted, on the date of the refund check, at the rate of exchange then used for his official disbursements by the disbursing officer of the Department of

State in the country where the foreign currency was originally deposited.

(b) *Credits.* Unless otherwise in the best interest of the Internal Revenue Service, no credit of any overpayment of tax which has been paid under section 6316 in foreign currency shall be allowed against any outstanding liability of the person making the overpayment except in respect of that portion of the liability which, in accordance with § 301.6316-1 or § 301.6316-7, would otherwise be permitted to be paid in the same foreign currency.

§ 301.6316-9 Interest, additions to tax, etc.

Any reference in §§ 301.6316-1 to 301.-6316-8, inclusive, to "tax" shall be deemed also to refer to the interest, additions to the tax, additional amounts, and penalties attributable to the tax.

(Sec. 7805, Internal Revenue Code of 1954 (68 Stat. 917; 26 U.S.C. 7805))

[F.R. Doc. 66-154; Filed, Jan. 5, 1966; 8:50 a.m.]

Title 44—PUBLIC PROPERTY AND WORKS

Chapter VII—Department of Housing and Urban Development (Community Facilities)

PART 705—PUBLIC WORKS ACCELERATION

Information, Application Forms, and Applications

Footnote 1 to § 705.20 is amended to read as follows:

Region	Address	Jurisdictional area
I-----	346 Broadway, Room 906, New York, N.Y., 10013, 264-3311.	Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island, Vermont.
II-----	Widener Bldg., Room 630, Chestnut and Juniper Sts., Philadelphia, Pa., 19107, 597-3311.	Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania, Virginia, West Virginia.
III-----	645 Peachtree-Seventh Bldg., Northeast Atlanta, Ga., 30323, 526-0111.	Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee.
IV-----	Room 1500, 360 North Michigan Ave., Chicago, Ill., 60601, 823-4400.	Illinois, Indiana, Iowa, Michigan, Minnesota, Nebraska, North Dakota, Ohio, South Dakota, Wisconsin.
V-----	Federal Center, Room 2075, 300 West Vickery Blvd., Fort Worth, Tex., 76104, 335-4211.	Arkansas, Colorado, Kansas, Louisiana, Missouri, New Mexico, Oklahoma, Texas.
VI-----	450 Golden Gate Ave., Box 36003, San Francisco, Calif., 94102, 556-9000.	Alaska, Arizona, California, Guam, Hawaii, Idaho, Montana, Nevada, Oregon, Utah, Washington, Wyoming. (For States in italic, see Area Office, Region VI.)
	Area Office Region, VI, 450 Federal Office Bldg., 909 1st Ave., Seattle, Wash., 98104, 583-7469.	Alaska, Montana, Oregon, Washington, and in Idaho, the counties of Adams, Lemhi, Valley, and Washington, and all others north of those counties.
VII-----	4th Floor, Garratton Bldg., 1608 Ponce de Leon Ave., Post Office Box 9093, San Juan, P.R., 00908, 724-6060 (San Juan Exchange).	Puerto Rico and Virgin Islands.

Effective as of the 6th day of January 1966.

ROBERT C. WEAVER,
Housing and Home
Finance Administrator.

[F.R. Doc. 66-163; Filed, Jan. 5, 1966; 8:50 a.m.]

PART 707—GRANTS FOR BASIC PUBLIC WATER AND SEWER FACILITIES

The heading of chapter VII of Title 44 is amended to read as set forth above, and chapter VII is amended by adding the following new Part 707:

Sec.	Purpose.
707.1	Definitions.
707.2	Grants for basic public water and sewer facilities.
707.3	Eligible projects.
707.4	Requirements for assistance.
707.5	Labor standards.
707.6	Certification of projects for sewer facilities.
707.7	Application of other Federal laws.
707.8	Information, application forms, and applications.
707.9	

AUTHORITY: The provisions of this Part 707 issued under sec. 502, 62 Stat. 1283, as amended, sec. 705(a), 79 Stat. 492; 12 U.S.C. 1701c, 42 U.S.C. 3105(a).

§ 707.1 Purpose.

The purpose of section 702 of the Housing and Urban Development Act of

1965 (79 Stat. 490, 42 U.S.C. 3102) is to assist the large and small communities throughout the Nation to serve the needs of their citizens and to promote efficient and orderly community growth and development by making available Federal grant assistance to construct adequate basic public water and sewer facilities.

§ 707.2 Definitions.

(a) "Act" shall mean the Housing and Urban Development Act of 1965 (Public Law 89-117, approved August 10, 1965).

(b) "Development cost" shall mean the cost of constructing a basic public water or sewer facility and the cost of acquiring the land on which it is located, including site improvements necessary to permit the use of the land as a site for the facility.

(c) "Local public bodies and agencies" shall mean any public corporate bodies or political subdivisions; public agencies or instrumentalities of one or more States (including public agencies and instrumentalities of one or more municipalities or other political subdivi-

sions of one or more States) Indian tribes; or boards or commissions established under the laws of any State to finance specific capital improvement projects.

(d) "Secretary" shall mean the Housing and Home Finance Administrator in the Department of Housing and Urban Development pending appointment of the Secretary of Housing and Urban Development, and thereafter the Secretary of Housing and Urban Development, or an officer authorized to perform the functions of such Administrator or Secretary.

(e) "State" shall mean the several States, the District of Columbia, the Commonwealth of Puerto Rico, and the territories and possessions of the United States.

§ 707.3 Grants for basic public water and sewer facilities.

(a) Grants of not more than 50 percent of the development cost of eligible basic public water or sewer facility projects may be made to local public bodies and agencies.

(b) Grants of not more than 90 percent of the development cost of an eligible sewer facility project may be made if the project is to serve a community having a population of less than 10,000, according to the most recent decennial census, which is situated within a metropolitan area, and if such community is unable to finance the construction of the sewer facility without the increased grant, and if in such community (1) there does not exist a public or other adequate sewer facility which serves a substantial portion of the inhabitants of the community and (2) the rate of unemployment is, and has been continuously for the preceding calendar year, 100 percent above the national average.

§ 707.4 Eligible projects.

(a) Grant assistance is available to construct new facilities and to enlarge or improve existing facilities of the following types:

(1) Basic public water facilities, including facilities for the storage, supply, treatment, purification, or distribution of water for domestic, commercial, or industrial use; and

(2) Basic public sewer facilities, including sanitary sewer systems for the collection, transmission, and discharge of liquid wastes; and storm sewer systems for the collection, transmission, and discharge of water caused by rainfall or ground water runoff.

(b) The basic public water or sewer facility for which a grant may be made may include all parts of the water or sewer facility except household connec-

tions and the local collection or distribution laterals.

(c) Grant assistance will not be provided to finance ordinary repairs or maintenance of existing facilities.

(d) Grant assistance will not be provided for the construction of "treatment works" as defined in the Federal Water Pollution Control Act (70 Stat. 506, 33 U.S.C. 466j).

§ 707.5 Requirements for assistance.

(a) An eligible project must be necessary to provide adequate water or sewer facilities for, and contribute to the improvement of the health or living standards of, the people in the community to be served by the project. The project must be:

(1) Designed so that an adequate capacity will be available to serve the reasonably foreseeable growth needs of the area;

(2) Consistent with a program for a unified or officially coordinated areawide water or sewer facilities system as part of the comprehensively planned development of the area; and

(3) Necessary to orderly community development.

(b) Prior to July 1, 1968, the Secretary may, in his discretion, make a grant with respect to an eligible project if the program for an areawide water or sewer facilities system is under active preparation but not yet completed, if the facility for which assistance is sought can reasonably be expected to be required as part of such an areawide program, and there is an urgent need for the facility.

(c) The Secretary is authorized to make a grant with respect to an eligible project for a sewer facility without regard to the requirements contained in this section in the case of a community which is eligible for an increased grant under § 707.3(b).

§ 707.6 Labor standards.

All laborers and mechanics employed by contractors or subcontractors on projects assisted by a grant made pursuant to section 702 of the Act shall be paid wages at rates not less than those prevailing on similar construction in the locality as determined by the Secretary of Labor in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5) and shall receive overtime compensation in accordance with and subject to the provisions of the Contract Work Hours Standards Act (40 U.S.C. 327-332). The Secretary of Labor has, with respect to the labor standards specified in this section, the authority and functions set forth in Reorganization Plan Numbered 14 of 1950 (15 F.R. 3176, 5 U.S.C. 1332-

15) and section 2 of the Act of June 13, 1934, as amended (40 U.S.C. 276c). No such project shall be approved without first obtaining adequate assurance that these labor standards will be maintained upon the construction work.

§ 707.7 Certification of projects for sewer facilities.

Grant assistance may not be made available for a project for a sewer facility unless the Secretary of Health, Education, and Welfare certifies to the Secretary that any waste material carried by the facility will be adequately treated so as to meet applicable Federal, State, interstate, or local water quality standards before such waste material is discharged into any public waterway.

§ 707.8 Application of other Federal laws.

(a) Grants authorized by section 702 of the Act are subject to provisions of:

(1) Title VI of the Civil Rights Act of 1964 (Public Law 88-352, 42 U.S.C. 200d-1) which provides that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, or be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance; and

(2) Title IV of the Housing and Urban Development Act of 1965 (42 U.S.C. 3071-3074) which requires that, as a condition of eligibility for assistance under section 702 of the Act, the applicant will follow certain prescribed policies in the acquisition of real property by eminent domain.

(b) An applicant for grant assistance under section 702 of the Act will be required to furnish satisfactory assurance that it will comply with the requirements and policies referred to in paragraph (a) of this section.

§ 707.9 Information, application forms, and applications.

Information and application forms may be obtained from, and applications submitted to, the Regional Office of the Department of Housing and Urban Development which serves the area in which the applicant is located (see Footnote 1 to § 705.20 of this chapter).

Effective as of the 6th day of January 1966.

ROBERT C. WEAVER,
Housing and Home
Finance Administrator

[F.R. Doc. 66-164; Filed, Jan. 5, 1966;
8:50 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 932]

OLIVES GROWN IN CALIFORNIA

Expenses and Rate of Assessment

Consideration is being given to the following proposals submitted by the Olive Administrative Committee, established under the marketing agreement and Order No. 932 (7 CFR Part 932; 30 F.R. 12629) regulating the handling of olives grown in California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), as the agency to administer the terms and provisions thereof:

(1) That the Secretary of Agriculture find that the expenses that are reasonable and likely to be incurred by said committee, in accordance with this part, during the period beginning September 1, 1965, and ending August 31, 1966, will amount to \$60,000; and

(2) That the Secretary of Agriculture fix the rate of assessment for said period, payable by each first handler in accordance with § 932.39, at \$1.50 per ton, or equivalent quantity, of olives.

Terms used in the marketing agreement and order, shall, when used herein, have the same meaning as is given to the respective term in said marketing agreement and order.

All persons who desire to submit written data, views, or arguments in connection with the aforesaid proposals shall file the same, in quadruplicate, with the Hearing Clerk, U.S. Department of Agriculture, Room 112, Administration Building, Washington, D.C., 20250, not later than the 10th day after the publication of this notice in the FEDERAL REGISTER. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

Dated: December 15, 1965.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Consumer and Marketing Service.

[F.R. Doc. 66-147; Filed, Jan. 5, 1966; 8:49 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 71]

[Airspace Docket No. 65-SO-73]

TRANSITION AREAS

Proposed Designation and Alteration

The Federal Aviation Agency is considering amendments to Part 71 of the

Federal Aviation Regulations that would designate the Waterville, N.C., transition area and alter the Asheville, N.C., and Knoxville, Tenn., transition areas.

The Waterville, N.C., transition area would be designated as that airspace extending upward from 1,200 feet above the surface S of V-16S and V-185 bounded on the S by a line 10 miles S of and parallel to the centerlines of V-16S and V-185, on the W by the arc of a 21-mile radius circle centered at the McGhee-Tyson Airport (latitude 35°48'40" N., longitude 83°59'35" W.), on the E by the arc of a 25-mile radius circle centered at the Asheville Airport (latitude 35°26'00" N., longitude 82°32'25" W.); within the area SW of Waterville VOR bounded on the NW by the arc of a 21-mile radius circle centered at the McGhee-Tyson Airport, on the E by a line 10 miles E of and parallel to the centerline of V-267, on the N by a line 10 miles N of and parallel to V-54, on the SE by V-222, on the S by V-54, on the W by V-267; and that airspace extending upward from 7,700 feet MSL bounded on the W by a line 10 miles E of and parallel to the centerline of V-267, on the NW by the arc of a 21-mile radius circle centered at the McGhee-Tyson Airport, on the N by a line 10 miles S of and parallel to the centerlines of V-16S and V-185, on the E by a line 6 miles W of and parallel to the 341° bearing from the Broad River RBN, on the SE by V-222, on the S by a line 10 miles N of and parallel to the centerline of V-54.

The Asheville, N.C., transition area would be altered by deleting that portion of the 1,200-foot transition area presently designated, in part, as " * * * and a line 10 miles S of and parallel to the Asheville VORTAC 300° radial * * * " and substituting therefor " * * * and a line 10 miles S of and parallel to the centerline of V-185 * * * ".

The Knoxville, Tenn., transition area would be altered by revoking that portion of the 1,200-foot transition area presently designated, in part, as " * * * within the area SE of Knoxville within 5 miles each side of the Knoxville VORTAC 130° radial, extending from the 21-mile radius area to 35 miles SE of the VORTAC; that airspace S of Knoxville bounded on the N by the 21-mile radius area, on the E by a line 5 miles E of and parallel to the Knoxville VORTAC 166° radial, on the S by V-54 and on the W by V-267 * * * " and that portion of the 7,500-foot transition area designated, in part, as " * * * within the area SE of Knoxville bounded on the N by the arc of a 21-mile radius circle centered on the McGhee-Tyson Airport, on the E by a line 10 miles E of and parallel to the Knoxville VORTAC 166° radial, on the S by latitude 35°26'15" N, and on the W by a line 5 miles E of and parallel to the Knoxville VORTAC 166° radial * * * ".

Action proposed in Airspace Docket Nos. 65-SO-6 and 65-SO-74 would alter V-16S, V-35W, and V-185 airways and the Tri-City, Tenn., transition area in conjunction with the establishment of the Waterville, N.C., VORTAC.

The proposed designation of the Waterville transition area is necessary to provide protective airspace for holding patterns and to provide additional radar service. The proposed Waterville transition area would overlap a portion of the Knoxville transition area and the Knoxville transition area is being altered to be compatible with the Waterville transition area. The alteration of the Asheville transition area is editorial in nature.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Area Manager, Atlanta Area Office, Attn: Chief, Air Traffic Branch, Federal Aviation Agency, Post Office Box 20636, Atlanta, Ga., 30320. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Air Traffic Branch. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Southern Regional Office, Federal Aviation Agency, Room 724, 3400 Whipple Street, East Point, Ga.

These amendments are proposed under section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)).

Issued in East Point, Ga., on December 28, 1965.

HENRY S. CHANDLER,
Acting Director, Southern Region.

[F.R. Doc. 66-119; Filed, Jan. 5, 1966; 8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 65-SO-74]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations that would alter the Tri-City, Tenn., transition area.

The Tri-City, Tenn., transition area is presently designated as that airspace extending upward from 700 feet above the surface within a 20-mile radius of Tri-City Municipal Airport (latitude

36°28'30" N., longitude 82°24'20" W.) and the airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Tri-City Municipal Airport.

The Tri-City, Tenn., transition area would be designated as that airspace extending upward from 700 feet above the surface within a 20-mile radius of Tri-City Municipal Airport (latitude 36°28'30" N., longitude 82°24'20" W.) and the airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Tri-City Municipal Airport; and that airspace extending south from the 30-mile radius circle bounded on the NW by V-16S, on the SW by V-185E, and on the E by V-35W; and that airspace extending northwest from the 30-mile radius circle bounded on the S by V-310, on the N by a line extending E from latitude 36°34'00" N., longitude 84°01'00" W., to latitude 37°11'30" N., longitude 81°09'00" W., and on the E by the intersection of this line, the 30-mile radius circle and V-53; and that airspace extending north from the 30-mile radius circle bounded on the E by V-35, on the N by a line extending E from latitude 36°34'00" N., longitude 84°01'00" W., to latitude 37°11'30" N., longitude 81°09'00" W., and on the W by the intersection of this line, V-53, and the 30-mile radius circle.

Action proposed in Airspace Docket Nos. 65-SO-6 and 65-SO-73 would alter V-16S, V-35W, and V-135 airways, designate the Waterville, N.C., transition area, and alter the Knoxville, Tenn., and the Asheville, N.C., transition areas in conjunction with the establishment of the Waterville, N.C., VORTAC. The alteration of the Asheville transition area is minor in nature.

The transition area proposed for alteration is necessary to provide protective airspace for holding patterns and random radar vectors to arriving and departing aircraft.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Area Manager, Memphis Area Office, Attn: Chief, Air Traffic Branch, Federal Aviation Agency, Post Office Box 18097, Memphis, Tenn., 38118. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Air Traffic Branch. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Southern Regional Office, Federal Aviation Agency, Room 724, 3400 Whipple Street, East Point, Ga.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)).

Issued in East Point, Ga., on December 28, 1965.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 66-120; Filed, Jan. 5, 1966;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 65-WE-98]

CONTROL ZONE AND TRANSITION AREA

Proposed Redesignation

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations which would alter the controlled airspace in the Libby AAF, Fort Huachuca, terminal area.

The Fort Huachuca control zone and transition area, as presently described, do not provide adequate controlled airspace for the protection of aircraft executing the prescribed VOR approach for Libby AAF. The final approach radial is 108° M (121° T).

To provide protection for the VOR approach the Federal Aviation Agency is considering the following airspace actions:

1. Redesignate the Fort Huachuca control zone as that airspace within a 5-mile radius of Libby AAF, Fort Huachuca, Ariz. (latitude 31°35'00" N., longitude 110°20'30" W.); within 2 miles each side of the 114° bearing from the Libby AAF RBN, extending from the 5-mile radius zone to 15 miles SE of the RBN, and within 2 miles each side of the Libby AAF VOR 121° radial, extending from the 5-mile radius zone to 15 miles SE of the VOR. This control zone shall be effective from 0600 to 2000 hours, local time, Monday through Friday, and from 0600 to 1800 hours, local time, Saturday and Sunday, excluding Federal legal holidays.

2. Redesignate the Fort Huachuca transition area as that airspace extending upward from 700 feet above the surface within a 6-mile radius of Libby AAF, Fort Huachuca, Ariz. (latitude 31°35'00" N., longitude 110°20'30" W.), within 2 miles each side of the 114° bearing from the Libby AAF RBN, extending from the 6-mile radius area to 15 miles SE of the RBN, and within 2 miles each side of the Libby AAF VOR 121° radial, extending from the 6-mile radius area to 15 miles SE of the VOR; that airspace extending upward from 1,200 feet above the surface bounded on the N by the Tucson, Ariz., transition area, on the NE by the SW edge of V-66, on the E by longitude 109°44'00" W., on the S by a line beginning at latitude 31°25'00" N., longitude 109°44'00" W., thence to latitude 31°25'00" N., longitude 110°07'00" W., thence to latitude 31°23'00" N., longitude 110°07'00" W., thence to latitude 31°23'00" N., longitude 110°12'00" W., thence to latitude 31°25'00" N., longitude 110°12'00" W., thence to latitude 31°25'00" N., longitude 110°30'00" W., and on the W by longitude 110°30'00" W.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, Post Office Box 90007, Airport Station, Los Angeles, Calif., 90009. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

A public Docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 5651 West Manchester Avenue, Los Angeles, Calif., 90045.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958, as amended (72 Stat. 749; 49 U.S.C. 1348).

Issued in Los Angeles, Calif., on December 29, 1965.

LEE E. WARREN,
Acting Director, Western Region.

[F.R. Doc. 66-121; Filed, Jan. 5, 1966;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 65-WE-116]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering the following amendment to Part 71 of the Federal Aviation Regulations that would alter the controlled airspace in the Grand Junction, Colo., area.

Amend the present descriptions of the Grand Junction, Colo. transition area by adding the following: " * * * and that airspace extending upward from 12,700 feet MSL within 5 miles each side of the 074° radial, extending from the 35-mile radius area to 63 miles east of the VORTAC, excluding airspace within Federal airways."

The action proposed herein would provide controlled airspace, below 14,500 feet MSL, for aircraft transitioning between the Grand Junction, Colo., terminal area and Jet Route 60/80.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Ave-

nue, Post Office Box 90007, Airport Station, Los Angeles, Calif., 90009. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or

arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

A public Docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 5651 West Manchester Avenue, Los Angeles, Calif., 90045.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958, as amended (72 Stat. 749; 49 U.S.C. 1348).

Issued in Los Angeles, Calif., on December 29, 1965.

LEE E. WARREN,
Acting Director, Western Region.

[F.R. Doc. 66-122; Filed, Jan. 5, 1966;
8:46 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

[T.D. 66-1]

TREASURY DECISIONS NUMBERING SYSTEM

Notice of Inauguration

JANUARY 3, 1966.

A new numbering system for individual Treasury decisions is inaugurated with this publication. Hereafter, Treasury decisions will be numbered consecutively within each calendar year preceded by the last two digits of that year. In accordance with the new procedure this decision is designated "T.D. 66-1."

In addition, the publication date appearing on the cover of each weekly pamphlet will correspond more closely, hereafter, to the date of its actual distribution, rather than the date on which it is sent to the printer. As a result, the current pamphlet (volume 101, issue No. 1) bears the date January 19, 1966. Although no pamphlets bearing the date January 6 or January 13 will be published, the current pamphlet is in fact the next weekly publication following pamphlets dated December 23 and December 30, 1965, under the former system, but which in fact will be distributed on or about January 6 and January 13, 1966, respectively.

[SEAL] LESTER W. JOHNSON,
Commissioner of Customs.

[F.R. Doc. 66-153; Filed, Jan. 5, 1966;
8:49 a.m.]

DEPARTMENT OF COMMERCE

Business and Defense Services Administration

BONA FIDE MOTOR-VEHICLE MANUFACTURERS

Notice of Determination

Notice is hereby given that pursuant to authority contained in Chapter III, Part 301, of Title 19 of the Code of Federal Regulations, the Administrator, as of December 29, 1965, has determined the following to be bona fide motor-vehicle manufacturers:

Name and Address and Effective Date of Determination

American Motors Corporation
14250 Plymouth Road
Detroit, Mich. 48232
January 18, 1965
Avanti Motor Corporation
613 South Michigan Street
South Bend, Ind. 46600
June 7, 1965
Chrysler Corporation
341 Massachusetts Avenue
Highland Park, Mich. 48031
January 18, 1965

Divco Truck Division
Divco-Wayne Corporation
22000 Hoover Road
Detroit, Mich. 48200
January 18, 1965
The Flexible Company
North Water Street
Loudonville, Ohio 44842
January 18, 1965
Ford Motor Company
The American Road
Dearborn, Mich.
January 18, 1965
Freightliner Corporation
5400 North Basin Avenue
Portland, Oreg. 97217
January 18, 1965
FWD Corporation
105 East 12th Street
Clintonville, Wis. 54929
January 18, 1965
General Motors Corporation
3044 West Grand Boulevard
Detroit, Mich. 48202
January 18, 1965
International Harvester Company
401 North Michigan Avenue
Chicago, Ill. 60611
January 18, 1965
Kenworth Motor Truck Company
8801 East Marginal Way
Seattle, Wash. 98108
January 18, 1965
Motor Coach Industries, Inc.
Pembina, N. Dak. 58271
January 18, 1965
Ottawa Steel Products
Daybrook-Ottawa Corporation
Ottawa, Kans. 66087
January 18, 1965
Peterbilt Motors Company
38801 Cherry Street
Newark, Calif. 94560
January 18, 1965
S.S. Automobiles, Inc.
161 West Wisconsin Avenue
Suite 6164
Milwaukee, Wis. 53203
May 7, 1965
Walter Motor Truck Company
School Road
Voorheesville, N.Y. 12186
January 18, 1965

The Administrator will publish from time to time such revisions of this list as may be appropriate to reflect additions, deletions, or other necessary changes in it.

Dated: December 30, 1965.

A. A. BERTSCH,
*Acting Administrator, Business
and Defense Services Administration.*

[F.R. Doc. 66-145; Filed, Jan. 5, 1966;
8:49 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 16692]

TRANSPORTES AEREOS PORTUGUESES, S.A.R.L.

Notice of Postponement of Hearing

Notice is hereby given that the hearing in the above-entitled proceeding has been indefinitely postponed.

Dated at Washington, D.C., December 30, 1965.

[SEAL] JOSEPH L. FITZMAURICE,
Hearing Examiner

[F.R. Doc. 66-155; Filed, Jan. 5, 1966;
8:49 a.m.]

[Docket No. 16713]

INTERNATIONAL EXPORT PACKERS, INC., ET AL.

Proposed Approval Control and Interlocking Relationships

Notice is hereby given, pursuant to the statutory requirements of section 408(b) that the undersigned intends to issue the attached order under delegated authority. Interested parties are hereby afforded a period of fifteen days from the date of service within which to file comments or request a hearing with respect to the action proposed in the order.

Dated at Washington, D.C., January 3, 1966.

[SEAL] J. W. ROSENTHAL,
*Director, Bureau of
Operating Rights.*

ORDER APPROVING CONTROL AND INTERLOCKING RELATIONSHIPS

Application of International Export Packers, Inc., et al., Docket 16713, for approval of control and interlocking relationships under sections 408 and 409 of the Federal Aviation Act of 1958, as amended.

By application filed December 1, 1965, as amended December 15, the Board has been requested to approve under section 408 of the Federal Aviation Act of 1958, as amended (the Act), the common control of International Export Packers, Inc. (Packers) and Columbia Van Lines Moving and Storage Co., Inc., (Columbia) resulting from Mr. Jack Kagan's ownership of 100 percent of the stock of both companies.¹ The application also requests approval of interlocking relationships resulting from the positions of Jack Kagan, Elmer Greger, and Dorothy L. Green as president, treasurer and director, vice president and director, and secretary and director, respectively, of both Packers and Columbia.

¹The Board previously approved control relationships resulting from the holding by Melvin A. Kuit of 50 percent of Packers and 100 percent of Republic Van and Storage of Virginia, Inc., Safety Storage and Transfer Co., Inc., and Global Van and Storage, Inc. (See Order E-22333, June 18, 1965, Docket 15741). Such order also approved interlocking relationships involving the above named companies, Mr. Kuit, Mr. Kagan (owner of remaining 50 percent of Packers) and Conrad Tremback. Subsequently, Mr. Kagan purchased Mr. Kuit's 50 percent interest in Packers and all control and interlocking relationships between Packers and companies controlled by Mr. Kuit were dissolved. Action on the application for air freight forwarder authority filed by Packers before issuance of Order E-22333 has been deferred pending completion of the instant proceeding.

Packers is a surface forwarder of household goods and an applicant for interstate and international air freight forwarder authority restricted to the movement of used household goods.² Columbia is an interstate motor common carrier of household goods. The application states that the instant control and interlocking relationships will not adversely affect the public interest and will make interested and imaginative management available to the public.

No adverse comments or requests for a hearing have been received.

Notice of intent to dispose of the application without a hearing has been published in the FEDERAL REGISTER, and a copy of such notice has been furnished by the Board to the Attorney General not later than the day following the date of such publication, both in accordance with the requirements of section 408(b) of the Act.

Upon consideration of the application, it is concluded that Columbia is a common carrier within the meaning of section 408 of the Act, and that the common control of Columbia and Packers by Jack Kagan is subject to section 408 of the Act. However, it has been further concluded that such relationships do not affect the control of an air carrier directly engaged in the operation of aircraft in air transportation, do not result in creating a monopoly and do not restrain competition. Furthermore, no person disclosing a substantial interest in this proceeding is currently requesting a hearing and it is found that the public interest does not require a hearing. It therefore appears that approval of the control relationships would not be inconsistent with the public interest.

It is also concluded that interlocking relationships within the scope of section 409(a) of the Act will exist between the companies as a result of the holding by the individual applicants of the positions described above. However, it is further concluded that the parties have made a due showing in the form and manner prescribed that such interlocking relationships will not adversely affect the public interest.

Pursuant to authority duly delegated by the Board in the Board's Regulations, 14 CFR 385.13, it is found that the foregoing control relationships should be approved under section 408(b) of the Act, without a hearing, and that the interlocking relationships described above should be approved under section 409 of the Act.

Accordingly, it is ordered:

1. That the common control by Jack Kagan of Packers and Columbia be and it hereby is approved; and

2. That, subject to the provisions of Part 251 of the Board's Economic Regulations, as now in effect or hereafter amended, the interlocking relationships existing by reason of the holding by the individual applicants of the positions set forth in the application be and they hereby are approved.

Persons entitled to petition the Board for review of this Order pursuant to the Board's Regulations, 14 CFR 385.50, may file such petitions within five days after the date of service of this Order.

This Order shall be effective and become the action of the Civil Aeronautics Board upon expiration of the above period unless within such period a petition for review thereof is filed, or the Board gives notice that it will review this Order on its own motion.

[SEAL]

HAROLD R. SANDERSON,
Secretary.

By J. W. ROSENTHAL,
Director, Bureau of
Operating Rights.

[F.R. Doc. 66-156; Filed Jan. 5, 1966;
8:50 a.m.]

²For the purpose of this proceeding Packers is considered to be an air carrier.

[Docket No. 16236; Order E-23058]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Relating to Specific Commodity Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 30th day of December 1965.

An agreement has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's economic regulations, between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Joint Conference 1-2 of the International Air Transport Association (IATA), and adopted pursuant to the provisions of Resolution 590 dealing with specific commodity rates.

The agreement, adopted pursuant to unopposed notices to the carriers and promulgated in an IATA letter, dated December 23, 1965,¹ as set forth below, reduces the present specific commodity rate from Bujumbura to New York for papaw extract and adds a number of new points under the same commodity description. The agreement reflects reductions in rates ranging from 21.4 to 58.3 percent of the otherwise applicable rate and is consistent with the present specific commodity rate within the applicable area.

Item 0926 Papaw Extract (Suc de Papayer), 110 cents. per kg., minimum weight 200 kgs., Bujumbura/Bukavu/Entebbe/Goma to New York.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find the subject agreement to be adverse to the public interest or in violation of the Act, provided that approval thereof is conditioned as hereinafter ordered.

Accordingly, it is ordered, That Agreement CAB 18169, R-39, be approved, provided that approval shall not constitute approval of the specific commodity description contained therein for purposes of tariff publication.

Any air carrier party to the agreement, or any interested person, may, within 15 days from the date of service of this order, submit statements in writing containing reasons deemed appropriate, together with supporting data, in support of or in opposition to the Board's action herein. An original and 19 copies of the statements should be filed with the Board's docket section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL]

MABEL McCART,
Acting Secretary.

[F.R. Doc. 66-157; Filed Jan. 5, 1966;
8:50 a.m.]

¹Received in the Board Dec. 27, 1965.

[Docket No. 16236; Order E-23068]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Relating to Charges To Apply at U.S. Airports

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 3d day of January 1966.

Pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's economic regulations, an agreement has been filed with the Board between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Joint Conference 1-2-3, of the International Air Transport Association (IATA), and adopted pursuant to the provisions of Resolution 512(b)—Air Cargo Rates—Airport-to-Airport.

The agreement establishes charges to be applied by the IATA carriers for services rendered by them at U.S. airports. These include charges for services such as pickup and delivery, storage, disassembly of multipiece shipments, and others as indicated in the attachment hereto.¹ The agreement also provides that no charge will apply for certain services such as the preparation of a carrier release certificate for U.S. Customs.

All of the charges relate to services incidental to air transportation, none of which appear to be unreasonable. While we are approving the agreement, we are nevertheless concerned that the carriers have submitted little or no justification for the charges agreed upon. We will expect all such future agreements adopted under this resolution to be supported by adequate justification and reasons for the charges proposed.

Also, we note that the carriers have agreed to pickup and delivery charges by reference to those contained in a tariff now on file with the Board and which contains charges generally applied by domestic carriers. Such charges must be implemented in the carriers' tariff in a manner that will comport with Part 221 of the Board's economic regulations.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find Agreement CAB 18585 to be adverse to the public interest or in violation of the Act, provided that such approval is conditioned as hereinafter ordered.

Accordingly, it is ordered, That Agreement CAB 18585 is approved provided that copies of all notices circulated pursuant to the provisions of the agreement be submitted to the Board at the time of their circulation among members.

Any air carrier party to the agreement, or any interested person, may, within 15 days from the date of service of this order, submit statements in writing containing reasons deemed appropriate,

¹Attachment filed as part of original document.

together with supporting data, in support of or in opposition to the Board's action herein. An original and 19 copies of the statements should be filed with the Board's docket section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the **FEDERAL REGISTER**.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 66-158; Filed, Jan. 5, 1966;
8:50 a.m.]

[Docket Nos. 15353, 16236; Order E-23065]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Relating to Fare Matters

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 3d day of January 1966.

An agreement has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's economic regulations, between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Traffic Conference 1 and Joint Conferences 1-2 and 1-2-3 of the International Air Transport Association (IATA), and adopted by mail vote. The agreement has been assigned the above-designated CAB agreement numbers.

Agreement CAB 18591 revises the Commodity Rates Board machinery applicable within the Western Hemisphere. It provides for the establishment of a Specific Commodity Rates Committee in lieu of the existing Commodity Rates Board. The procedures to be followed by the Committee with respect to the establishment of rates are in general conformity with those applicable in Joint Conference areas.

Agreement CAB 18612 reestablishes for application on transatlantic routes those resolutions governing carriage of baggage at cargo rates and the charges for bulky baggage previously approved by the Board¹ for effect from April 1, 1965, but which were voided under IATA technicalities. In addition, the agreement extends for application on the South Atlantic a resolution recently approved by the Board for effect on the North and Mid-Atlantic which reestablishes previously effective baggage excess weight charges. It similarly extends for application on the South Atlantic and within the Western Hemisphere an administrative-type resolution which provides that in the absence of agreed fares, other resolutions relating to passenger matters need not be voided.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act makes the following findings:

1. The Board does not find Agreement CAB 18591 which incorporates Resolution 100 (Mail 422) 590 and 003c to be

¹ Order E-21714, dated Jan. 25, 1965.

adverse to the public interest or in violation of the Act, provided that approval shall be subject to conditions hereinafter ordered

2. The Board does not find Agreement CAB 18612 which incorporates the following resolutions to be adverse to the public interest or in violation of the Act:

100 (Mail 422) 009.
JT12 (Mail 426) 009 (South Atlantic), 304, 311 (South Atlantic), and 311e.
JT123 (Mail 426) 304 and 311e.

Accordingly, it is ordered, That:

1. Agreement CAB 18591 is approved, provided that:

(a) Approval of Resolution 100 (Mail 422) 590 shall not constitute approval of the rates adopted pursuant thereto and that, insofar as air transportation as defined by the Federal Aviation Act of 1958 is concerned, such rates shall be filed with and approved by the Board prior to being placed into effect;

(b) Copies of all minutes or reports of meetings shall be filed with the Board at the conclusion of such meetings; and

(c) Copies of applications and notices affecting air transportation as defined by the Federal Aviation Act of 1958 and copies of status reports shall be filed with the Board at the time of their circulation among members.

2. Agreement CAB 18612 is approved.

Any air carrier party to the agreements, or any interested person, may, within 15 days from the date of service of this order, submit statements in writing containing reasons deemed appropriate, together with supporting data, in support of or in opposition to the Board's action herein. An original and 19 copies of the statements should be filed with the Board's docket section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the **FEDERAL REGISTER**.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 66-159; Filed, Jan. 5, 1966;
8:50 a.m.]

FEDERAL MARITIME COMMISSION

[Independent Ocean Freight Forwarder
License 266]

E. A. JASPER, INC.

Filing of Effective Surety Bond

Notice is hereby given that E. A. Jasper, Inc., 44 Whitehall Street, New York, N.Y., has complied with the Commission's order to show cause, dated December 15, 1965, and published in the **FEDERAL REGISTER** (30 F.R. 15770), by filing an effective surety bond with the Commission.

THOMAS LISI,
Secretary.

DECEMBER 30, 1965.

[F.R. Doc. 66-148; Filed, Jan. 5, 1966;
8:49 a.m.]

LYKES BROS. STEAMSHIP CO., INC., AND SOUTH AFRICAN MARINE CORP., LTD.

Notice of Agreement Filed for Approval

Correction

In F.R. Doc. 66-31, appearing at page 21 of the issue for Tuesday, January 4, 1966, the phrase in the second paragraph reading "within 20 days after publication" should read "within 7 days after publication".

FEDERAL POWER COMMISSION

[Docket No. RP66-15]

ARKANSAS LOUISIANA GAS CO.

Order Suspending Proposed Change in Rate and Providing for Hearing

DECEMBER 28, 1965.

Arkansas Louisiana Gas Co. (Ark.-La.), on November 1, 1965, tendered for filing Supplement No. 1 to its Rate Schedule XFS-20 proposing to increase the rate for sale of natural gas to National Fuels Corp.¹ (National), and Oklahoma Natural Gas Co. (ONG) in the producing area of Major County, Okla. The filing, proposed to become effective as of January 1, 1966, amounts to an annual increase of approximately \$3,500 per year based on sales for the year 1964.

Ark.-La.'s Rate Schedule XFS-20 presently provides for field sales of natural gas to National and ONG at a rate of 11.0 cents per Mcf² which Ark.-La. would increase to 12 cents per Mcf, pursuant to periodic price escalation provisions in its contract. The proposed rate exceeds the area price of 11.0 cents for increased rates in the "Other Oklahoma Area."

The increased rate proposed by Ark.-La. has not been shown to be justified and may be unjust, unreasonable, unduly discriminatory, or preferential or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of Ark.-La.'s proposed charge in rates, and that Supplement No. 1 to Ark.-La.'s FPC Gas Rate Schedule XFS-20 be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing shall be held, upon a date to be fixed by notice from the Secretary, concerning the lawfulness of Ark.-La.'s proposed increased rate and charge contained in Supplement No. 1 to its FPC Gas Rate Schedule XFS-20.

(B) Pending a hearing and decision thereon, Supplement No. 1 to Ark.-La.'s

¹ Successor in interest to Warren Petroleum Corp.

² At 14.65 p.s.i.a.

FPC Gas Rate Schedule XFS-20 is hereby suspended and the use thereof is deferred until May 1, 1966, and thereafter until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-123; Filed, Jan. 5, 1966;
8:46 a.m.]

[Project No. 2555]

CENTRAL MAINE POWER CO.

Notice of Application for License for Constructed Project

DECEMBER 29, 1965.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Central Maine Power Co. (correspondence to: W. H. Kimball, Vice President and Comptroller, Central Maine Power Co., 9 Green Street, Augusta, Maine, 04332) for license for constructed Project No. 2555, known as Automatic Project, located on Messalonskee Stream, a tributary of the Kennebec River, in the city of Waterville and town of Oakland, county of Kennebec, Maine.

The existing project consists of: (1) A dam 80.5 feet long, with its eastern end abutting a granite masonry structure, and a spillway section 30 feet wide with crest at elevation 92.4 feet, U.S.G.S. datum, with flashboards increasing elevation to 94.3 feet; (2) a reservoir with normal full pond elevation of 94.3 feet, covering an area of approximately 68 acres extending upstream $4\frac{1}{2}$ miles; (3) a brick powerhouse at the western end of the dam housing a 1,250 horsepower turbine connected to an 800 kilowatt generator; and (4) appurtenant mechanical and electrical facilities.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is February 15, 1966. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-124; Filed, Jan. 5, 1966;
8:46 a.m.]

[Docket No. CP66-197]

COLUMBIA GULF TRANSMISSION CO.

Notice of Application

DECEMBER 28, 1965.

Take notice that on December 17, 1965, Columbia Gulf Transmission Co. (Ap-

plicant), Post Office Box 683, Houston, Tex., 77001, filed in Docket No. CP66-197 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas facilities and the relocation and operation of certain existing compressor facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that the authorization for the facilities is needed to meet the increased requirements of United Fuel Gas Co. (United Fuel) during the 12-month period beginning November 1, 1966. (Applicant and United Fuel are subsidiary companies of the Columbia Gas System, Inc.) Applicant's present daily design capacity is said to be 1,102,500 Mcf, whereas the increased requirements of United Fuel are as high as 1,202,500 Mcf per average day during the months of January, February, and March of 1967.

Applicant proposes to transport gas obtained by United Fuel under long-term purchase agreements entered into by United Fuel with Humble Oil and Refining Co. and Isaac Arnold, et al., as heretofore authorized by the Commission by its order issued November 15, 1963, in Docket Nos. CP64-1, et al.

Authorization is sought for the installation of 30-inch river crossings of the Ouachita and Red Rivers, engine-compressor additions totaling 32,000 horsepower at two main line compressor stations and the relocation of existing engine-compressor units totaling 31,500 horsepower to three other main line stations.

A loop segment on Applicant's East Lateral consisting of 25.1 miles of 30-inch pipeline commencing at the Erath junction and extending in a northwesterly direction along the East Lateral to Applicant's Rayne Compressor Station is also proposed.

The estimated total cost of the additions and relocations to Applicant's system is \$8,121,600, to be financed by the sale of securities to the Columbia Gas System, Inc.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before January 19, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If

a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-125; Filed, Jan. 5, 1966;
8:47 a.m.]

[Docket No. RI66-216]

DON D. AND GILBERT MONTGOMERY

Order Providing for Hearing on and Suspension of Proposed Change in Rate, and Allowing Rate Change To Become Effective Subject to Refund

DECEMBER 29, 1965.

Respondent named herein has filed a proposed change in rate and charge of a currently effective rate schedule for the sale of natural gas under Commission jurisdiction, as set forth in appendix A hereof.

The proposed changed rate and charge may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon a hearing regarding the lawfulness of the proposed change, and that the supplement herein be suspended and its use be deferred as ordered below.

The Commission orders: (A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR Ch. I), and the Commission's rules of practice and procedure, a public hearing shall be held concerning the lawfulness of the proposed change.

(B) Pending hearing and decision thereon, the rate supplement herein is suspended and its use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act: *Provided, however*, That the supplement to the rate schedule filed by Respondent shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order Respondent shall execute and file under its above-designated docket number with the Secretary of the Commission its agreement and undertaking to comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of a copy thereof upon the purchaser under the rate schedule involved. Unless Respondent is advised to the contrary within 15 days after the filing of its agreement and undertaking, such agreement and undertaking shall be deemed to have been accepted.

(C) Until otherwise ordered by the Commission, neither the suspended supplement, nor the rate schedule sought to be altered, shall be changed until disposition of this proceeding or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8

and 1.37(f)) on or before February 15, 1966.

By the Commission.

[SEAL] JOSEPH H. GUTRIE,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until	Cents per Mcf		Rate in effect subject to refund in Docket Nos.
									Rate in effect	Proposed increased rate	
RI66-216	Don D. and Gilbert Montgomery, Post Office Box 747, El Dorado, Ark.	71	3	Cities Service Gas Co. (Northeast Wynoka Field, Woods County, Okla.) (Oklahoma "Other" Area) and Woodward County, Okla. (Panhandle Area).	\$1,740	12-2-65	1-2-66	1-3-66	13.0	14.0	

¹ The stated effective date is the 1st day after expiration of the required statutory notice.

² Includes 0.75 cent per Mcf dehydration charge deducted by buyer.

³ The suspension period is limited to 1 day.

⁴ Subject to downward B.t.u. adjustment.

⁵ Periodic rate increase.

⁶ Pressure base is 14.05 p.s.i.a.

⁷ Contract dated after Sept. 28, 1960, the date of issuance of General Policy Statement No. 61-1.

Don D. and Gilbert Montgomery (Montgomery) request that their proposed rate increase be permitted to become effective as of December 15, 1965. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for Montgomery's rate filing and such request is denied.

The contract related to the rate filing proposed by Montgomery was executed subsequent to September 28, 1960, the date of issuance of the Commission's Statement of General Policy No. 61-1, as amended, and the proposed increased rate is above the applicable area ceiling for increased rates but below the initial service ceiling for the area involved. We believe, in this situation, Montgomery's rate filing should be suspended for one day from January 2, 1966, the date of expiration of the statutory notice, as hereinbefore ordered.

[F.R. Doc. 66-126; Filed, Jan. 5, 1966; 8:47 a.m.]

[Docket No. RI66-214]

GENERAL AMERICAN OIL COMPANY OF TEXAS

Order Providing for Hearing on and Suspension of Proposed Change in Rate

DECEMBER 29, 1965.

On November 30, 1965, General American Oil Company of Texas (General American)¹ tendered for filing a proposed change in its presently effective rate schedule for sales of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of Change,² dated November 26, 1965.

Purchaser and producing area: United Gas Pipe Line Co. (West Hollywood Field, Terrebonne Parish, La.) (South Louisiana).

Rate schedule designation: Supplement No. 6 to General American's FPC Gas Rate Schedule No. 59.

¹ Address: 1st Meadows Building, Dallas, Tex., 75206.

² Includes Letter Agreement dated Oct. 6, 1965, providing for the redetermined rate for 5-year period commencing Jan. 1, 1966.

Effective date: January 1, 1966.³
Amount of annual increase: \$21,827.
Effective rate: 21.25 cents per Mcf.⁴
Proposed rate: 22.8917 cents per Mcf.^{4,5}
Pressure base: 15.025 p.s.i.a.

General American's proposed 1.6417 cents per Mcf rate increase is from a conditioned temporary certificated initial rate, being the initial service ceiling level for South Louisiana, to a redetermined rate which was attained by averaging the highest prices paid by three different purchasers of natural gas for resale in interstate commerce, other than United Gas Pipe Line Co., for gas produced from the area specified in the contract involved.

Since General American's Proposed rate increase exceeds the area increased ceiling level as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR 2.56), it is suspended as hereinafter ordered.

The proposed changed rate and charge may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds:

It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the proposed change, and that Supplement No. 6 to General American's FPC Gas Rate Schedule No. 59 be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing shall be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge contained in Supplement No.

³ The stated effective date is the effective date requested by Respondent.

⁴ Includes 1.75 cents per Mcf tax reimbursement.

⁵ Redetermined rate increase.

⁶ Conditioned initial rate provided in the temporary certificate granted in Docket No. CI62-1502 in lieu of contractually provided initial price of 22.25 cents per Mcf.

6 to General American's FPC Gas Rate Schedule No. 59.

(B) Pending such hearing and decision thereon, Supplement No. 6 to General American's FPC Gas Rate Schedule No. 56 is hereby suspended and the use thereof deferred until June 1, 1966, and thereafter until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37 (f)) on or before February 15, 1966.

By the Commission.

[SEAL] JOSEPH H. GUTRIE,
Secretary.

[F.R. Doc. 66-128; Filed, Jan. 5, 1966; 8:47 a.m.]

[Docket No. RI66-217 etc.]

GAS, INC., ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates¹

DECEMBER 29, 1965.

The Respondents named herein have filed proposed increased rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in appendix A hereof.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and

¹ Does not consolidate for hearing or disposition of the several matters herein.

that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders: (A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR Ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are

suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act.

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before February 15, 1966.

By the Commission.

[SEAL]

JOSEPH H. GUTRIDE,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI66-217...	Gas, Inc., Suite B, Lower Level, Colorado-Derby Bldg., Wichita, Kans.	2	4	Panhandle Eastern Pipe Line Co. (Panoma Council Grove Field, Seward, Morton, and Stevens Counties, Kans.).	\$1,600	12-6-65	2-2-1-66	7-1-66	\$14.0	\$15.0	
RI66-218...	Mark H. Adams, et al., 503 Colorado-Derby Bldg., Wichita, Kans., 67202.	15	1	do-----	2,600	12-6-65	2-2-1-66	7-1-66	\$14.0	\$15.0	
RI66-219...	Hunt Oil Co., 1401 Elm St., Dallas, Tex.	60	1	Panhandle Eastern Pipe Line Co. (Dewey County, Okla.) (Oklahoma "Other" Area).	1,680	12-10-65	6-1-10-66	6-10-66	\$15.0	\$17.0	
RI66-220...	Walter F. Kuhn, Union Center Bldg., Wichita, Kans.	55	1	Panhandle Eastern Pipe Line Co. (Panoma Council Grove Field, Seward, Morton, and Stevens Counties, Kans.).	330	12-9-65	2-2-1-66	7-1-66	\$14.0	\$15.0	

* The stated effective date is the effective date requested by Respondent.

* Periodic rate increase.

* Pressure base is 14.65 p.s.i.a.

* Production below the base of the Chase Group of Permian Series and above the Morrow Series.

* The stated effective date is the first day after expiration of the required statutory notice.

* Increase is from permanently certificated rate to initial contract rate.

* Subject to upward and downward B.t.u. adjustment.

* Rate schedule also covers acreage in Oklahoma Panhandle Area for which a permanent certificate was issued at 17.0 cents per Mcf.

Hunt Oil Co. (Hunt) requests an effective date of December 10, 1965, for its proposed rate increase. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for Hunt's rate filing and such request is denied.

All of the producers' proposed increased rates and charges exceed the applicable area price level for increased rates as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR 2.56).

[F.R. Doc. 66-127; Filed, Jan. 5, 1966; 8:47 a.m.]

[Docket No. RI66-215]

HUNT OIL CO.

Order Conditionally Accepting Rate Filing, Providing for Hearing on and Suspension of Proposed Change in Rate

DECEMBER 29, 1965.

On November 24, 1965, Hunt Oil Co. (Hunt)¹ tendered for filing a proposed change in its presently effective rate schedule for sales of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of Change, dated November 23, 1965.

Purchaser and producing area: El Paso Natural Gas Co. (Brown-Bassett Field, Crockett County, Tex.) (R.R. Dist. No. 7C, Permian Basin Area).

Rate schedule designation: Supplement No. 2 to Hunt's FPC Gas Rate Schedule No. 6.

¹ Address is 1401 Elm St., Dallas, Tex., 75202. Attention: Donald K. Young, Esquire.

Effective date: January 1, 1966.²

Amount of annual increase: \$4,800.

Pressure: 14.65 p.s.i.a.

Effective rate: 16.0 cents per Mcf.³

Proposed rate: 17.0 cents per Mcf.⁴

Hunt proposes a periodic increase in rate for this sale of gas-well gas to El Paso Natural Gas Co. in the Permian Basin Area of Texas. The payment for the gas is based upon residue volumes remaining after processing and the proposed rate exceeds the applicable ceiling prescribed by Opinion No. 468.

Since Hunt was a producer-respondent in Opinion No. 468, both the just and reasonable rate ceiling and the moratorium provision contained therein are applicable to the subject sale. The proposed rate is thus subject to rejection. The Fifth Circuit on November 5, 1965, in Hunt Oil Company v. FPC (CA5, No. 8487) stayed through January 20, 1966, the effectiveness of Opinion Nos. 468 and 468-A as to Hunt. Accordingly, instead of rejecting the Hunt filing at this time, we shall conditionally accept it for filing and simultaneously suspend the rate increase for a period of five months from January 1, 1966, the requested effective date. Our acceptance of the instant rate increase is expressly conditioned to pro-

² The stated effective date is the effective date requested by Respondent.

³ Initial rate.

⁴ Less processing cost not to exceed 4.5 cents per Mcf for Ellenburger gas remaining after processing for removal of carbon dioxide diluent.

vide that the rate increase will be rejected, ab initio, in the event the court stay referred to above is dissolved or Opinion Nos. 468 and 468-A are upheld upon judicial review insofar as ordering paragraph (H) therein, which relates to the moratorium on rate increases, is concerned.

The proposed changed rate and charge may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds:

It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the statutory lawfulness of the proposed increased rate and charge, and that Supplement No. 2 to Hunt's FPC Gas Rate Schedule No. 6 be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing shall be held upon a date to be fixed by notice from the Secretary concerning the statutory lawfulness of the increased rate and charge contained in Supplement No. 2 to Hunt's FPC Gas Rate Schedule No. 6.

(B) Pending such hearing and decision thereon, Supplement No. 2 to Hunt's FPC Gas Rate Schedule No. 6 is conditionally accepted for filing as noted

above, and is hereby suspended and the use thereof deferred until June 1, 1966, and thereafter until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37 (f)) on or before February 15, 1966.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-129; Filed, Jan. 5, 1966;
8:47 a.m.]

[Docket No. E-7229]

IDAHO POWER CO.

Supplemental Order Providing for Investigation Hearing and Submission of Special Report

DECEMBER 29, 1965.

This order directs a hearing on the lawfulness of Idaho Power Co.'s (Idaho Power), Rate Schedule FPC No. 30 as supplemented.

By order of June 11, 1965, we directed a hearing on the lawfulness of Idaho Power's Rate Schedule FPC No. 31 as supplemented and suspended the effectiveness of Supplement No. 1 thereto.¹

Under the two rate schedules, Company provides wholesale electric service to the Elko division of Nevada Power Co. (Nevada Power) (FPC No. 30) and the Wells Rural Electric Co. (Wells) (FPC No. 31).

Idaho Power's service to the two customers is effected by means of Idaho's 138/69 kv substation located at Wells, Nev. Service to the substation is provided over Idaho's 130-mile 138-kv line emanating from its King substation Hagerman, Idaho.²

Staff studies based on available office data indicate that Idaho Power's rates to Wells and Nevada Power (FPC Nos. 30 and 31, as supplemented) may result in excess rates or charges, may be unduly discriminatory, unduly preferential, or otherwise unjust, unreasonable, and unlawful within the meaning of the Federal Power Act.³

¹ Idaho Power's Rate Schedule FPC No. 31 on file with this Commission since July 15, 1960, was proposed to be changed by Supplement No. 1 thereto, effective June 14, 1965.

² Idaho also serves a small retail load at Border, Idaho, from this line.

³ The Commission's order of June 11, 1965, was directed primarily to the effect of changes in contract demand of Idaho Power's service to Wells. The order states in part:

"The proposed rate schedule would amend an earlier agreement of March 17,

It therefore appears to be in the interest of all consumers served by Idaho Power or through that company, that Idaho be directed to submit a special report setting out cost and revenue data using 1965 as the test year showing Company's costs of service to Wells and Nevada Power.

The Commission further finds:

It is necessary and appropriate for the purposes of the Federal Power Act, particularly sections 205, 206, 207, 208, 301, 304, 307, 308, and 309 thereof, that (1) this proceeding determine the lawfulness of Idaho Power's Rate Schedule FPC No. 30 as supplemented, as well as Rate Schedule FPC No. 31, as supplemented, and (2) Idaho Power be directed to submit a special report, all as hereinafter provided.

The Commission orders:

(A) A public hearing shall be held concerning the lawfulness of Idaho Power's rate schedules as referred to in the above findings, at the time and place and in the manner all to be fixed by notice of the Secretary.

(B) Idaho Power shall file, on or before March 15, 1966, a special report using 1965 as the test year, showing Company's cost of rendering service to Wells and Nevada Power calculated in accordance with applicable Commission precedents and submitted in the form prescribed in Statements A through O, § 35.13(b) (4) (iv) (18 CFR 35.13(b) (4) (iv)) of the Commission's regulations under the Federal Power Act.

(C) The foregoing showing shall not preclude or limit any additional showing by Idaho Power or others and shall be without prejudice to future action taken by the Commission or its staff, or to any future position Company or others may wish to take as to the significance of, or conclusions to be drawn from, the above factual showing.

(D) The foregoing showing shall be submitted in writing with sufficient copies to provide this Commission with an original and nine copies, to provide each State Commission affected with six copies and to provide two copies for each other party which has been or may hereafter be granted intervention in this proceeding.

(E) During the course of this proceeding Idaho Power shall submit or make

1960 (Idaho Power Co.'s Rate Schedule No. 31) by increasing the Wells' contract demand at the Company's Wells Nevada Substation from 8,250 to 8,400 kw. * * * Pursuant to section 5.5 of Company's Rate Schedule No. 31, Wells paid Company \$550,000 'connection charge' as its share of the cost of constructing the transmission line and substation. * * *

"Supplement No. 1 to Company's Rate Schedule FPC No. 31 may have the effect of unduly restricting this Commission in carrying out its regulatory duties under the provisions of the Federal Power Act. Unless suspended by order of the Commission that supplement will become effective pursuant to the provisions of the Federal Power Act on June 14, 1965. If Company's Supplement No. 1 to Rate Schedule FPC No. 31 were not suspended Wells might lose any remaining recourse under the Federal Power Act for requesting a refund of \$140,000 from Company in lieu of an increased capacity entitlement. * * *

available to this Commission staff any cost, revenue, operating or other pertinent data as may be requested by the staff:

(F) In view of the enlarged scope of this proceeding effectuated by this order, notices of intervention or petitions to intervene in this proceeding may be filed with the Commission on or before January 28, 1966, in accordance with the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37).

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-130; Filed, Jan. 5, 1966;
-8:47 a.m.]

[Docket No. CP66-200]

MANUFACTURERS LIGHT AND HEAT CO.

Notice of Application

DECEMBER 28, 1965.

Take notice that on December 17, 1965, the Manufacturers Light and Heat Co. (Applicant), 800 Union Trust Building, Pittsburgh, Pa., 15219, filed in Docket No. CP66-200 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of 17.28 miles of 24-inch gas transmission pipeline from a point in Grant District, Doddridge County, W. Va., in a northerly direction to a point in Grant District, Wetzel County, W. Va., all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant's proposed construction consists of 17.28 miles of 24-inch transmission pipeline looping its existing 16- and 20-inch Line No. 1740 from the terminus of the existing 24-inch loop pipeline in Grant District, Wetzel County, W. Va. Applicant states that the proposed facilities are necessary to transport additional gas supplies from United Fuel Gas Co. (United) in order to serve the increased 1966-67 winter requirements of Applicant's market areas. Applicant further states that beginning on November 1, 1966, it will require a total of 365,000 Mcf of gas per day from United in order to serve its market requirements during the 1966-67 winter and subsequent periods and that this will be an increase in Applicant's contract demand with United for the 1966-67 winter season of 30,000 Mcf per day over the contract demand for the 1965-66 winter season.

Total estimated cost of Applicant's proposed project is \$2,208,000, which cost will be financed through the issuance and sale of promissory notes or common stock to Applicant's parent company, the Columbia Gas System, Inc.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before January 24, 1966.

Take further notice that, pursuant to the authority contained in and subject

to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-131; Filed, Jan. 5, 1966;
8:47 a.m.]

[Docket No. CP66-199]

OHIO FUEL GAS CO.

Notice of Application

DECEMBER 28, 1965.

Take notice that on December 17, 1965, the Ohio Fuel Gas Co. (Applicant), 99 North Front Street, Columbus, Ohio, filed in Docket No. CP66-199 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain extensions to its existing transmission system and enlargement of its compressor capacity in the State of Ohio to enable Applicant to provide increased capacity required in connection with increased firm deliveries to Applicant from its affiliate, United Fuel Gas Co. (United), all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes to construct in 1966 approximately 10.7 miles of 24-inch O.D. natural gas transmission pipeline in Lawrence County, Ohio, extending its Line R-701 northward from its present terminus and looping an additional segment of its existing "R" system, and to increase compressor power at the Crawford Compressor Station in Fairfield County, Ohio, by installation of one additional 2,800 Bhp angle-type gas engine-compressor unit and retirement of one 1,350 Bhp horizontal-type unit. Applicant states that the construction and operation of facilities as proposed will provide increased capacity adequate to receive and transport the increased firm daily deliveries from United scheduled to start November 1, 1966, including compression of required volumes at the Crawford Station.

Total estimated cost of the proposed transmission project is \$1,930,000, which cost will be financed by the Columbia Gas System, Inc.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before January 19, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-132; Filed, Jan. 5, 1966;
8:48 a.m.]

[Docket No. E-7114, etc.]

ST. MICHAELS UTILITIES COMMISSION ET AL.

Notice Fixing Oral Argument

DECEMBER 28, 1965.

St. Michaels Utilities Commission and Commissioners of St. Michaels, Md., v. The Eastern Shore Public Service Co. of Maryland, Docket No. E-7114; Stockton Light & Power Co. (of Maryland) and Stockton Light & Power Co. (of Virginia) v. The Eastern Shore Public Service Co. of Maryland, Docket No. E-7117; Delaware Power & Light Co., The Eastern Shore Public Service Co. of Maryland, and The Eastern Shore Public Service Co. of Virginia, Docket No. E-7137; and City of Dover, Del., v. Delaware Power & Light Co., Docket No. E-7175.

The Commission has before it the Presiding Examiner's decision, the exceptions thereto, and the replies to such exceptions filed in the above-entitled proceedings. Motions for oral argument on the exceptions to the Examiner's decision have been filed by Delaware Power & Light Co., The Eastern Shore Public Service Co. of Maryland, The Eastern Shore Public Service Co. of Virginia, St. Michaels Utilities Commission and Commissioners of St. Michaels, Md., Stockton Light & Power Co. (of Maryland and of Virginia), and City of Dover, Del.

Take notice that oral argument is scheduled to be heard by the Commission en banc commencing at 10 a.m., February 1, 1966, in a hearing room of the Federal Power Commission, 441 G Street N.W., Washington, D.C.

All parties desiring to participate in such oral argument shall notify the Secretary of the Commission in writing on or before January 10, 1966, of the amount of time desired for presentation of their respective oral arguments.

By direction of the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-133; Filed, Jan. 5, 1966;
8:48 a.m.]

[Docket No. CP66-201]

SOUTHERN NATURAL GAS CO.

Notice of Application

DECEMBER 28, 1965.

Take notice that on December 20, 1965, Southern Natural Gas Co. (Applicant), Post Office Box 2563, Birmingham, Ala., 35202, filed in Docket No. CP66-201 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale for resale in interstate commerce and the delivery of natural gas to United Gas Pipe Line Co. (United), all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant proposes to sell gas attributable to additional interests in the acreage in the Maxie-Pistol Ridge field from which sales by Applicant to United are now being made. Applicant states that it has acquired the additional interests in this field through the following described assignments:

- (1) From Gulf Oil Corp., dated March 22, 1960;
- (2) From Marathon Oil Co., dated August 2, 1965;
- (3) From Sun Oil Co., dated August 27, 1965.

The sale and deliveries proposed by the instant filing are to be made under Applicant's FPC Gas Rate Schedule No. F-1 at 20 cents per Mcf at 15.025 p.s.i.a.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before January 19, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-134; Filed, Jan. 5, 1966;
8:48 a.m.]

[Docket No. CP66-187]

TRANSCONTINENTAL GAS PIPE LINE CORP.

Notice of Application

DECEMBER 17, 1965.

Take notice that on December 6, 1965, Transcontinental Gas Pipe Line Corp. (Applicant), Post Office Box 1396, Houston Tex., 77001, filed in Docket No. CP66-187 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the reduction of its Rate Schedule G-3 allocation to Manufacturers Light & Heat Co. (Manufacturers) at New Village, N.J., by 600 Mcf of gas per day and to increase its CD-3 allocation to Elizabethtown Consolidated Gas Co. (Elizabethtown) by 600 Mcf of gas per day, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant's present allocation to Manufacturers at New Village, N.J., is 3,100 Mcf of gas per day, 1,100 Mcf of such amount having been authorized on June 25, 1965, under temporary authorization in Docket No. CP65-181. At this location, Manufacturers presently serves the requirements of City Gas Co. of Phillipsburg, N.J. (City Gas). The present CD-3 allocation of Elizabethtown is 46,551 Mcf of gas per day, 2,000 Mcf of such amount having been authorized in the aforementioned Docket No. CP65-181.

Applicant states that in September 1965, City Gas was merged into Northwest Jersey Natural Gas, Inc. (Northwest), a wholly owned subsidiary of Elizabethtown, and that Elizabethtown has undertaken a program of integrating the pipeline gas supplies of Northwest with those of Elizabethtown.

Applicant further states that in order to assist Elizabethtown in achieving these objectives, Manufacturers has agreed to relinquish to Elizabethtown 600 Mcf of gas per day of its allocation from Applicant at New Village, N.J., with Elizabethtown supplying this 600 Mcf per day this winter to Northwest at New Village, N.J., by an increase in like amount in its firm CD-3 allocation from Applicant. The application states that the foregoing arrangements have been made pursuant to an agreement between Manufacturers, Elizabethtown, and Northwest, dated November 23, 1965.

In order to implement the aforementioned agreement, Applicant proposes to provide a new delivery point to Elizabethtown at New Village, N.J., under the CD-3 service agreement between Applicant and Elizabethtown. However, no new facilities are required by

Applicant in order to establish the new delivery point in that deliveries at this point would be made through the same metering station as the deliveries to Manufacturers.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before January 7, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-135; Filed, Jan. 5, 1966;
8:48 a.m.]

[Docket No. CP66-198]

UNITED FUEL GAS CO.

Notice of Application

DECEMBER 28, 1965.

Take notice that on December 17, 1965, United Fuel Gas Co. (Applicant), Post Office Box 1273, Charleston, W. Va., 25325, filed in Docket No. CP66-198 an application pursuant to sections 7(b) and 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas facilities and for permission and approval to abandon certain compressor facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant proposes to construct and operate 10,500 additional horsepower at its existing Ceredo Compressor Station, Wayne County, W. Va., 12.8 miles of 30-inch loop pipeline extending eastward from the Ceredo Compressor Station, and 2,000 additional horsepower at its existing Glenville Compressor Station, Gilmer County, W. Va.

The existing compressor facilities at the Ceredo Compressor Station are stated to be deficient by about 70,300 Mcf for the design summer day of 1967. Applicant states that with the installation of the facilities proposed by the instant filing sufficient capacity through the year 1969 will be provided. Applicant states that the construction of the 30-inch loop

pipeline will provide sufficient capacity for its 1967 market requirements. The proposed construction at the Glenville Compressor Station will enable Applicant to meet its commitments to The Manufacturers Light & Heat Co. for natural gas.

Applicant also seeks permission and approval to abandon one 1,350 horsepower high-pressure compressor unit at the Glenville Compressor Station since that unit is obsolete and parts are difficult to obtain.

The total estimated cost of the proposed construction is \$4,553,700, which is to be financed through the issuance and sale of promissory notes and common stock to Applicant's parent company, the Columbia Gas System, Inc.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before January 19, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate and permission and approval for the proposed abandonment are required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-136; Filed, Jan. 5, 1966;
8:48 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 7-2498]

CENTRAL MAINE POWER CO.

Application for Unlisted Trading Privileges and Opportunity for Hearing

DECEMBER 30, 1965.

In the matter of application of the Boston Stock Exchange for unlisted trading privileges in a certain security.

The above named national securities exchange has filed an application with the Securities and Exchange Commission pursuant to section 12(f) (1) (B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stock of the

following company, which security is listed and registered on one or more other national securities exchanges: Central Maine Power Co., File 7-2498.

Upon receipt of a request, on or before January 15, 1966, from any interested person, the Commission will determine whether the application shall be set down for hearing. Any such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on the said application by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing, this application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] NELLYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 66-137; Filed, Jan. 5, 1966;
8:48 a.m.]

BRISTOL DYNAMICS, INC.

Order Suspending Trading

DECEMBER 30, 1965.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock and warrants to purchase common stock of Bristol Dynamics, Inc., otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period January 2, 1966, through January 11, 1966, both dates inclusive.

By the Commission.

[SEAL] NELLYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 66-138; Filed, Jan. 5, 1966;
8:48 a.m.]

[File No. 1-3421]

CONTINENTAL VENDING MACHINE CORP.

Order Suspending Trading

DECEMBER 30, 1965.

The common stock, 10 cents par value, of Continental Vending Machine Corp., being listed and registered on the American Stock Exchange and having unlisted trading privileges on the Philadelphia-Baltimore-Washington Stock Exchange, and the 6 percent convertible subordinated debentures due September 1, 1976, being listed and registered on the American Stock Exchange, pursuant to provisions of the Securities Exchange Act of 1934; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such Exchanges and otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to sections 15(c) (5) and 19(a) (4) of the Securities Exchange Act of 1934, that trading in such securities on the American Stock Exchange, the Philadelphia-Baltimore-Washington Stock Exchange and otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period January 2, 1966, through January 11, 1966, both dates inclusive.

By the Commission.

[SEAL] NELLYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 66-139; Filed, Jan. 5, 1966;
8:48 a.m.]

[File No. 1-4556]

FOTOCROME, INC.

Order Suspending Trading

DECEMBER 30, 1965.

The common stock, \$1 par value, and 5½ percent convertible subordinated debentures of Fotochrome, Inc., being listed and registered on the American Stock Exchange, pursuant to provisions of the Securities Exchange Act of 1934; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such Exchange and otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to sections 15(c) (5) and 19(a) (4) of the Securities Exchange Act of 1934, that trading in such securities on the American Stock Exchange and otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period January 2, 1966, through January 11, 1966, both dates inclusive.

By the Commission.

[SEAL] NELLYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 66-140; Filed, Jan. 5, 1966;
8:48 a.m.]

[File No. 70-4336]

NEW ORLEANS PUBLIC SERVICE, INC., AND MIDDLE SOUTH UTILITIES, INC.

Proposed Transfer by Subsidiary Company of Portion of Its Earned Surplus to Common Capital Stock Account and Proposed Issuance of Common Stock to Holding Company

DECEMBER 30, 1965.

Notice is hereby given that Middle South Utilities, Inc. ("Middle South"),

2 Broadway, New York, N.Y., 10004, a registered holding company, and its public-utility subsidiary company, New Orleans Public Service Inc. ("New Orleans"), have filed a joint application-declaration with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6(a), 7, 9, and 10 of the Act as applicable to the proposed transactions. All interested persons are referred to the joint application-declaration, on file at the Office of the Commission, for a statement of the transactions therein proposed which are summarized below.

As of October 31, 1965, the earned surplus of New Orleans amounted to \$17,808,821. New Orleans proposes to transfer \$1,710,000 of its earned surplus as of December 31, 1965, to its Common Capital Stock Account. In connection with such transfer, New Orleans proposes to issue to Middle South, and Middle South (the holder of all of New Orleans' presently issued and outstanding shares of common stock, \$10.00 par value) proposes to acquire, 171,000 additional shares of New Orleans' authorized and unissued common stock. Middle South's investment account will remain unchanged except to restate the number of shares representing its investment in New Orleans in accordance with the foregoing.

It is stated that the issuance of such common stock will permit New Orleans to convert into permanent capital a portion of its retained earnings. It is further stated that no State regulatory body or agency and no Federal commission or agency, other than this Commission, has jurisdiction over the proposed transactions; and that no special and separable expenses are anticipated in connection with the proposed transactions, except for Federal issuance taxes payable by New Orleans in the amount of \$1,710.

Notice is further given that any interested person may, not later than January 21, 1966, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said joint application-declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the applicants-declarants at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed contemporaneously with the request. At any time after said date, the joint application-declaration, as filed or as amended, may be granted and permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate.

For the Commission (pursuant to delegated authority).

[SEAL] NELLYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 66-141; Filed, Jan. 5, 1966;
8:48 a.m.]

[File No. 1-4062]

NORAMCO, INC.

Order Suspending Trading

DECEMBER 30, 1965.

The common stock, \$1.25 par value, of Noramco, Inc., being listed and registered on the American Stock Exchange, pursuant to provisions of the Securities Exchange Act of 1934, and warrants to purchase common stock of Noramco, Inc., being traded otherwise than on a national securities exchange; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such Exchange and otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to sections 15 (c) (5) and 19(a) (4) of the Securities Exchange Act of 1934, that trading in such securities on the American Stock Exchange and otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period January 2, 1966, through January 11, 1966, both dates inclusive.

By the Commission.

[SEAL] NELLYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 66-142; Filed, Jan. 5, 1966;
8:49 a.m.]

[File No. 7-2499]

REX CHAINBELT, INC.

Application for Unlisted Trading Privileges and Opportunity for Hearing

DECEMBER 30, 1965.

In the matter of application of the Philadelphia - Baltimore - Washington Stock Exchange for unlisted trading privileges in a certain security.

The above named national securities exchange has filed an application with the Securities and Exchange Commission pursuant to section 12(f) (1) (B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stock of the following company, which security is listed and registered on one or more other national securities exchanges: Rex Chainbelt, Inc., File 7-2499.

Upon receipt of a request, on or before January 15, 1966, from any interested person, the Commission will determine whether the application shall be set down for hearing. Any such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bear-

ing on the said application by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing, this application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] NELLYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 66-143; Filed, Jan. 5, 1966;
8:49 a.m.]

PINAL COUNTY DEVELOPMENT ASSOCIATION

Order Suspending Trading

DECEMBER 30, 1965.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the 5% percent Industrial Development Revenue Bonds of Pinal County Development Association due April 15, 1969, otherwise than on a national securities exchange is required in the public interest and for the protection of investors.

It is ordered, Pursuant to section 15 (c) (5) of the Securities Exchange Act of 1934 that trading in such bonds be summarily suspended, this order to be effective for the period December 31, 1965, through January 9, 1966, both dates inclusive.

By the Commission.

[SEAL] NELLYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 66-144; Filed, Jan. 5, 1966;
8:49 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice No. 864]

MOTOR CARRIER, BROKER, WATER CARRIER, AND FREIGHT FORWARDER APPLICATIONS

DECEMBER 30, 1965.

The following applications are governed by Special Rule 1.247¹ of the Commission's general rules of practice (49 CFR 1.247), published in the FEDERAL REGISTER, issue of December 3, 1963, effective January 1, 1964. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and

¹ Copies of Special Rule 1.247 can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C., 20423.

participation in the proceeding. A protest under these rules should comply with § 1.40 of the general rules of practice which requires that it set forth specifically the grounds upon which it is made and specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and six (6) copies of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such request shall meet the requirements of § 1.247(d) (4) of the special rule. Subsequent assignment of these proceedings for oral hearing, if any, will be by Commission order which will be served on each party of record.

The publications hereinafter set forth reflect the scope of the applications as filed by applicants, and may include descriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not necessarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

No. MC 151 (Sub-No. 29), filed December 10, 1965. Applicant: LOVE-LACE TRUCK SERVICE, INC., 425 North Second Street, Terre Haute, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Horsemeat, meat products, meat byproducts, carnivorous animal food*, all fit for animal consumption only, and *rejected shipments*, between the plantsite of Campbell & Co. located at Mattoon, Ill., and points in Indiana, Iowa, Michigan, Minnesota, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Springfield, Ill., or Terre Haute, Ind.

No. MC 151 (Sub-No. 30), filed December 10, 1965. Applicant: LOVELACE TRUCK SERVICE, INC., 425 North Second Street, Terre Haute, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except classes A and B explosives, commodities in bulk, household goods as defined by the Commission, commodities requiring special equipment or handling, and those injurious or contaminating to other lading), between Indianapolis, Ind., and junction Indiana Highway 63 and U.S. Highway 136, over U.S. Highway 136, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's regular-route operations. NOTE: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 151 (Sub-No. 32), filed December 10, 1965. Applicant: LOVELACE TRUCK SERVICE, INC., 425 North 2d Street, Terre Haute, Ind. Authority sought to operate as a *common*

carrier, by motor vehicle, over irregular routes, transporting: (1) *Glassware, glass bottles and jars, caps and covers* for glass containers, and *paper cartons*, between Terre Haute, Ind., and points in Kentucky, Michigan, and Ohio, and (2) *damaged and rejected shipments and returned pallets* with their protective packaging equipment, from Chicago, Ill., and points in Kentucky, Michigan, and Ohio, to Terre Haute, Ind. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 629 (Sub-No. 22), filed December 10, 1965. Applicant: HELM'S EXPRESS, INC., Post Office Box 268, Pittsburgh, Pa., 15230. Applicant's representative: John A. Vuono, 1515 Park Building, Pittsburgh, Pa., 15222. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Harrisburg West Shore Interchange No. 18 on the Pennsylvania Turnpike (Interstate Highway 80S) and the junction Interstate Highway 83 and U.S. Highway 30, over Interstate Highway 83, serving no intermediate points, as an alternate route for operating convenience, and for the purpose of joinder only, in connection with carrier's authorized regular route operations. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 906 (Sub-No. 51), filed December 6, 1965. Applicant: CONSOLIDATED FORWARDING CO., INC., 1300 North 10th Street, St. Louis, Mo., 63106. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packing-houses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Salina, Kans., to points in Arkansas, Colorado, Connecticut, Delaware, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Salina, Kans.

No. MC 2900 (Sub-No. 131), filed December 10, 1965. Applicant: RYDER TRUCK LINES, INC., Post Office Box 8418, Greensboro, N.C., 27410. Applicant's representative: Reagan Sayers, Century Life Building, Fort Worth, Tex., 76102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Memphis, Tenn., and Vicksburg, Miss., to points in Alabama, Arkansas, Georgia, Kentucky, Louisiana,

and Mississippi. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 25798 (Sub-No. 136), filed December 13, 1965. Applicant: CLAY HYDER TRUCKING LINES, INC., 502 East Bridgers Avenue, Post Office Box 1186, Auburndale, Fla., 33823. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen further prepared vegetables*, from Seabrook, N.J., to Chicago, Ill., Louisville, Ky., New Orleans, La., Kansas City, Mo., points in St. Louis County, Mo., and points in Florida, Georgia, North Carolina, Ohio, South Carolina, Tennessee, and Virginia. **NOTE:** Applicant states that he is presently authorized to transport frozen fruits, frozen berries, and frozen vegetables, from and to all points involved in the proposed operation. The purpose of this application is to enable carrier to also serve the shipper on vegetables with sauces or other additives. No new origins or destinations are involved, and no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 26739 (Sub-No. 53), filed December 13, 1965. Applicant: CROUCH BROS., INC., Post Office Box 1059, St. Joseph, Mo., 64502. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from the plantsite of American Home Food Products at La Porte, Ind., to points in Illinois, Iowa, Kansas, Missouri, and Nebraska. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 41875 (Sub-No. 9), filed December 9, 1965. Applicant: DRAPER CONSTRUCTION COMPANY, INC., 1600 Seventh Street NW., Roanoke, Va. Applicant's representative: Paul F. Sullivan, Federal Bar Building, 1815 H Street NW., Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) (a) *Heavy machinery* (except knitting machinery), the transportation of which, because of size or weight, requires the use of special equipment, and *related contractors' machinery, supplies, and equipment*, when the transportation is incidental to the transportation by said carrier of heavy machinery, including road contractors' machinery, which by reason of size or weight, requires special equipment; and (b) *machinery* (except knitting machinery) which does not require special equipment when moving in the same shipment or the same vehicle as heavy machinery as described in (a) above, between points in Virginia within an area extending from the West Virginia-Virginia State line at U.S. Highway 33, over U.S. Highway 33 to junction U.S. Highway 29, thence over U.S. Highway 29, to the Virginia-North Carolina State line and the Virginia-Tennessee State line to the Virginia-Kentucky State line, thence over the Virginia-Kentucky State line and the Virginia-West Virginia State line to point of beginning, including points on the indicated portions of the highways specified, and between points in the

above-described Virginia territory, on the one hand, and, on the other, points in North Carolina, Tennessee, Kentucky, South Carolina, and West Virginia, on and south of U.S. Highway 60; and (2) (a) *commodities*, the transportation of which, because of size or weight require special handling or the use of special equipment; and (b) *commodities* which do not require special handling or the use of special equipment when moving in the same shipment or in the same vehicle as commodities requiring special handling or special equipment by reason of size or weight, between points in Mercer, McDowell, and Wyoming Counties, W. Va., and Tazewell, Bland, and Giles Counties, Va., on the one hand, and, on the other, points in West Virginia, those in that part of Virginia on and south of U.S. Highway 60, and on and west of U.S. Highway 29, and those in Pike, Letcher, and Harlan Counties, Ky. **NOTE:** Applicant states that it presently holds authority in (1) (a) and (2) (a) and seeks no extension of territory. Applicant states that it is seeking only an extension in (1) (b) and (2) (b) above. Applicant states that it intends to tack any grant of authority herein with that presently held. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 50413 (Sub-No. 11), filed December 10, 1965. Applicant: KIRBERY TRANSPORTATION, INC., 425 Main Street, Woodbridge, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fuel oil*, in bulk, in tank vehicles, from Perth Amboy, N.J., to Scranton, Pa. **NOTE:** Applicant states the proposed operation will be under a continuing contract with Hess Oil & Chemical Corp., Perth Amboy, N.J. Applicant is also authorized to conduct operations as a *common carrier* in Certificate MC 123063; therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 61396 (Sub-No. 150), filed December 13, 1965. Applicant: HERMAN BROS., INC., 2501 North 11th Street, Post Office Box 189 (Downtown Station), Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia, aqua ammonia, and liquid fertilizers*, in bulk, in tank vehicles, from the plantsite of Monsanto Co. near Muscatine, Iowa, to points in Illinois, Indiana, Kansas, Minnesota, Michigan, Missouri, Nebraska, North Dakota, South Dakota, Oklahoma, Kentucky, Ohio, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 84528 (Sub-No. 16), filed December 13, 1965. Applicant: AUTOMOBILE TRANSPORT COMPANY OF CALIFORNIA, 1650 West 139th Street, Gardena, Calif., 90249. Applicant's representative: R. Y. Schureman, 1010 Wilshire Boulevard, Los Angeles, Calif., 90017. Authority sought to operate as a *common carrier*, by motor vehicle, over

irregular routes, transporting: *Used motor vehicles which have been repossessed, embezzled or stolen*, in truckaway service, from points in California to points in Colorado, Idaho, Montana, and Wyoming. **NOTE:** Applicant states that to the extent that the authority sought herein may duplicate existing authority applicant consents that authority herein granted shall constitute only one authority with such existing authority. If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 94118 (Sub-No. 5), filed December 13, 1965. Applicant: VESS TRANSFER, INC., 1127 East Virginia, Evansville, Ind. Applicant's representative: Walter F. Jones, Jr., 601 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, serving the Uniontown Dam site located on the Ohio River approximately eleven (11) miles southwest of Mount Vernon, Ind., as an off-route point in connection with applicant's authorized regular route operations between Mount Vernon and Evansville, Ind. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 94350 (Sub-No. 153), filed December 10, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Post Office Box 1628, Greenville, S.C. Applicant's representative: Henry P. Willimon, Box 1075, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Portable buildings* traveling on their own or removable undercarriages which are designed to be joined together to form a complete structure, equipped with hitchball coupler (excluding trailers or mobile homes designed to be drawn by passenger automobiles, and oil field or industrial buildings), from points in Arkansas, to points in the United States, including Alaska, but excluding Hawaii, and *damaged and rejected shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark.

No. MC 100666 (Sub-No. 77), filed December 15, 1965. Applicant: MELTON TRUCK LINES, INC., Box 7295, Shreveport, La., 71107. Applicant's representative: Wilburn L. Williamson, 443-54 American Building, Oklahoma City 2, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building, wall and insulating boards and materials and supplies* used in the installation thereof, from Macon, Ga., and Pensacola, Fla., to points in Mississippi, Louisiana, Texas, New Mexico, Oklahoma, Arkansas, Kentucky, Missouri, Kansas, Colorado, Nebraska, and Iowa. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark.

No. MC 106398 (Sub-No. 320), filed December 13, 1965. Applicant: NATIONAL TRAILER CONVOY, INC., 1925 National Plaza, Box 8096 (Downtown Station), Tulsa, Okla., 74141. Author-

ity sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Camping and travel trailers*, designed to be drawn by passenger automobiles, in initial movements in truckaway service, from Grantsburg, Wis., to points in the United States (except Alaska and Hawaii). **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 106644 (Sub-No. 58), filed December 13, 1965. Applicant: SUPERIOR TRUCKING COMPANY, INC., 2770 Peyton Road NW., Atlanta, Ga. Applicant's representative: Guy H. Postell, 1375 Peachtree Street NE., Atlanta 9, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Magnesium impregnated coke*, from Birmingham, Ala., to Moline, and East Moline, Ill., Burlington, N.J., Lynchburg and Roanoke, Va., and Savannah, Ga. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 107456 (Sub-No. 12), filed December 15, 1965. Applicant: HARRY L. YOUNG AND SONS, INC., 542 West Sixth South, Salt Lake City, Utah. Applicant's representative: Keith E. Taylor, Kearns Building, Salt Lake City, Utah, 84101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, which, because of size or weight, require special equipment or special handling, and (2) *commodities*, which, do not require special handling or the use of special equipment when moving in the same shipment or in the same vehicle with commodities which, because of size or weight, require the use of special equipment or special handling, between Salt Lake City, Utah, on the one hand, and, on the other, points in Arizona, Idaho, Montana, Nevada, and California. **NOTE:** If a hearing is deemed necessary applicant does not specify a location.

No. MC 107678 (Sub-No. 37), filed December 13, 1965. Applicant: HILL & HILL TRUCK LINE, INC., 13025 Sarah's Lane, Post Office Box 9698, Houston, Tex., 77015. Applicant's representative: Joe G. Fender, 2033 Norfolk Street, Houston 6, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (I) (a) *Machinery, equipment, materials, and supplies* used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and byproducts, and *machinery, materials, equipment, and supplies* used in, or in connection with the construction, operation, repair, servicing, maintenance and dismantling of pipelines, including the stringing and picking up thereof, (1) between points in New Mexico, Oklahoma, Louisiana, Kansas, and Texas, and (2) between Houston, Tex., on the one hand, and, on the other, points in Wyoming and Montana, (b) *machinery, equipment, materials, and supplies* used in, or in connection with, the discovery, development, production, refining, manufacture,

processing, storage, transmission, and distribution of natural gas and petroleum and their products and byproducts, and *machinery, materials, equipment, and supplies* used in, or in connection with, the construction, operation, repair, servicing, maintenance and dismantling of pipelines, except the stringing and picking up of pipe in connection with the construction and dismantling of pipelines, between points in Harris County, Tex., on the one hand, and, on the other, points in Colorado and Utah, (c) *such commodities*, other than those described above, the transportation of which, because of their size or weight, requires the use of special equipment, between points in Harris County, Tex., on the one hand, and, on the other, points in Oklahoma, Louisiana, Colorado, Utah, and Wyoming.

(d) *Commodities* which do not require the use of special equipment when moving in the same shipment or same vehicle with commodities which because of size or weight require the use of special equipment, between points in Harris County, Tex., on the one hand, and, on the other, points in Oklahoma, Louisiana, Colorado, Utah, and Wyoming, and (II) (a) *machinery, equipment, materials, and supplies*, used in or in connection with the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and byproducts, and *machinery, equipment, materials, and supplies*, used in or in connection with the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof, restricted to pipelines used for the transmission of natural gas and petroleum and their products and byproducts, and restricted against the stringing or picking up of pipe in connection with main or trunk pipelines, between points in Alaska, on the one hand, and, on the other, points in Montana, North Dakota, South Dakota, Wyoming, Nebraska, Nevada, Utah, Colorado, Kansas, New Mexico, Oklahoma, Texas, and Louisiana, (b) *commodities*, the transportation of which, because of size or weight, requires the use of special equipment, and *related machinery parts, and related contractors' materials and supplies* when their transportation is incidental to the transportation by the carrier of commodities which, because of size or weight, require the use of special equipment (exclusive of those commodities specified in (a) above), between points in Alaska, on the one hand, and, on the other, points in Utah, Colorado, Wyoming, Oklahoma, and Texas, and (c) *commodities* which do not require the use of special equipment when moving in the same shipment or same vehicle with commodities which because of size or weight require the use of special equipment, between points in Alaska, on the one hand, and, on the other, points in Utah, Colorado, Wyoming, Oklahoma, and Texas. **NOTE:** Applicant states it presently holds the authority in I(a), I(b), I(c), II(a), and II(b) above and seeks no extension of territory. Applicant is seeking only an extension of au-

thority in I(d) and II(c). Applicant intends to tack any authority granted in this proceeding. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 108052 (Sub-No. 70), filed December 13, 1965. Applicant: LITTLE AUDREY'S TRANSPORTATION CO., INC., Post Office Box 709, Fremont, Nebr. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat products, meat byproducts and articles distributed by meat packinghouses*, as described in appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Schuyler, Nebr., to points in Arizona, California, Colorado, Idaho, Nevada, Oregon, Utah, and Washington. NOTE: Applicant states that the proposed operation is to be restricted to traffic originating at the plantsite of Spencer Packing Co., located at Schuyler, Nebr. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 108461 (Sub-No. 102), filed December 10, 1965. Applicant: WHITFIELD TRANSPORTATION, INC., 300-316 North Clark Road, Post Office Drawer 9897, El Paso, Tex., 79989. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except livestock, commodities of unusual value, classes A and B explosives, household goods as defined by the Commission, and commodities requiring special equipment), serving Carrizozo, N. Mex., as an intermediate point in connection with applicant's presently authorized regular-route operations between El Paso, Tex., and Albuquerque, N. Mex. NOTE: If a hearing is deemed necessary, applicant requests it be held at Carrizozo, N. Mex.

No. MC 109026 (Sub-No. 8), filed December 6, 1965. Applicant: HALL K. DAVIS AND LEILA H. DAVIS, a partnership, doing business as BURKESVILLE TRANSFER CO., Burkesville, Ky. Applicant's representative: Robert M. Pearce, Central Building, 1033 State Street, Bowling Green, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), (1) between Burkesville, and Louisville, Ky., from Burkesville over Kentucky Highway 90 to its junction with U.S. Highway 31W (South of Cave City, Ky.), thence over U.S. Highway 31W to junction with Interstate Highway 65, thence over Interstate Highway 65 to Louisville, Ky., and return over the same route, serving no intermediate points, and (2) between junction of Kentucky Highway 163 with Kentucky Highway 90 (near Beaumont) and Edmonton, Ky., from junction of Kentucky Highway 163 with Kentucky Highway 90 over Kentucky

Highway 163 to Edmonton, and return over the same route, serving no intermediate points. NOTE: If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 109337 (Sub-No. 6), filed December 13, 1965. Applicant: WATSON BROS. VAN LINES AND HEAVY HAULING CO., 3514 South 25th Street, Omaha, Nebr. Applicant's representative: Samuel Zacharia, 711 First National Bank Building, Omaha, Nebr., 68102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, which, because of size or weight, require special handling or special equipment, and (2) *commodities* which do not require the use of special equipment or special handling when moving in the same shipment or same vehicle with commodities requiring the use of special equipment or special handling because of size or weight, between points in Colorado, Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, South Dakota, and Wyoming. NOTE: Applicant states that he presently holds authority in (1) above, and seeks no extension of territory. Applicant is seeking only an extension of authority in (2) above. And plans to tack any grant of authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Chicago, Ill.

No. MC 110525 (Sub-No. 760), filed December 10, 1965. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 E. Lancaster Avenue, Downingtown, Pa., 19335. Applicant's representative: Leonard A. Jaskiewicz, 1155 15th Street NW., Washington, D.C., 20005, and Edwin H. van Deusen (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dispersants, refrigerants, and blends or mixtures thereof*, in shipper owned tank vehicles, from the E. I. du Pont de Nemours plantsite at or near Louisville, Ky., to the Heil Quaker Corp., at Lewisburg, Tenn. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 112617 (Sub-No. 216), filed December 13, 1965. Applicant: LIQUID TRANSPORTERS, INC., Post Office Box 5135, Cherokee Station, Louisville 5, Ky. Applicant's representative: L. A. Jaskiewicz, 600 Madison Building, 1155 15th Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime*, in bulk, from Louisville, Ky., to points in Alabama, Georgia, Illinois, Indiana, Kentucky, Missouri, North Carolina, South Carolina, Tennessee, Virginia, and West Virginia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 112801 (Sub-No. 37), filed December 10, 1965. Applicant: TRANSPORT SERVICE CO., a corporation, 5100 West 41st Street, Chicago, Ill. Applicant's representative: Robert H. Levy, 29 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over

irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Wood River, Ill., and points within five (5) miles thereof, to points in Arkansas, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, Ohio, Pennsylvania, Tennessee, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 114019 (Sub-No. 148), filed December 10, 1965. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 South Pulaski Road, Chicago, Ill. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Schuyler, Nebr., to points in Maine, Vermont, New Hampshire, Massachusetts, New York, Connecticut, Rhode Island, New Jersey, Virginia, Pennsylvania, Maryland, Delaware, California, Washington, Oregon, Utah, Idaho, Arizona, Nevada, and Washington, D.C. restricted to traffic originating at the plantsite of Spencer Packing Co. at Schuyler, Nebr. NOTE: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 114106 (Sub-No. 49), filed December 13, 1965. Applicant: MAYBELLE TRANSPORT COMPANY, a corporation, Post Office Box 573, Lexington, N.C. Applicant's representative: William P. Sullivan, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, in bulk, from Lexington, N.C., to points in North Carolina, South Carolina, and Virginia. NOTE: Dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 114364 (Sub-No. 112), filed December 13, 1965. Applicant: WRIGHT MOTOR LINES, INC., Post Office Box 672, Rocky Ford, Colo. Applicant's representative: Marion F. Jones, Suite 420, Denver Club Building, Denver, Colo., 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from Salina, Kans., to points in Arizona, California, Colorado, Idaho, Nebraska, Nevada, New Mexico, Oklahoma, Oregon, Texas, Utah, Washington, and Wyoming. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114569 (Sub-No. 77), filed December 14, 1965. Applicant: SHAFFER TRUCKING, INC., Elizabethtown, Pa. Applicant's representative: James W. Hagar, Commerce Building, Harrisburg,

Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Frozen foods*, from Milton, Pa., to points in Maryland, New Jersey, New York, Delaware, Virginia, West Virginia, and the District of Columbia, and (2) *food-stuffs*, from Milton, Pa., to points in Pennsylvania, Connecticut, Massachusetts, Rhode Island, Vermont, New Hampshire, Maine, and Kentucky. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 115491 (Sub-No. 86), filed December 13, 1965. Applicant: COMMERCIAL CARRIER CORPORATION, 502 East Bridgers Avenue, Post Office Drawer 67, Auburndale, Fla., 33823. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles; (2) *frozen foods*; (3) *canned and preserved foods*; (4) *chemicals, chemical blends, and ingredients* to be used in further manufacturing processes, the transportation of which does not require special equipment or bulk or tank vehicles; (5) (a) *agricultural commodities*, and (b) *commodities*, the transportation of which is partially exempt under the provisions of section 203(b) (6) of the Interstate Commerce Act if transported in vehicles not used in carrying any other property, when moving in the same vehicle at the same time with agricultural commodities; (6) *animal or poultry foods*; (7) *industrial products* in packages, requiring refrigeration; (8) *coffee, condensed; coffee extracts; coffee, green*; (9) *tea and tea dust*; (10) *sugar*; (11) *fruits*; and (12) *nuts*, from points in Hancock, Harrison, and Jackson Counties, Miss., to points in Alabama, Colorado, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Carolina, North Dakota, Ohio, South Dakota, South Carolina, Tennessee, Virginia, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Gulfport, Miss.

No. MC 116014 (Sub-No. 23), filed December 13, 1965. Applicant: OLIVER TRUCKING COMPANY, INC., North Bloomfield Road, Winchester, Ky. Applicant's representative: Robert M. Pearce, Central Building, 1033 State Street, Bowling Green, Ky., 42101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Particle board*, from points in Bell County, Ky., to points in Wisconsin, Illinois, Michigan, Ohio, Indiana, Kentucky, Tennessee, Mississippi, Alabama, Florida, Georgia, North Carolina, South Carolina, Virginia, West Virginia, Delaware, Pennsylvania, Maryland, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, Maine, New Hampshire, Vermont, and the District of Columbia; (2) *glue*, when tendered into a premounted sealed or col-

lapsible container, from High Point, Charlotte, Fayetteville, and Greensboro, N.C., Lansdale, Pa., West Memphis, Ark., Alexandria, La., Demopolis, Ala., Bainbridge, N.Y., Houston, Tex., and Sheboygan, Wis., to points in Bell County, Ky.; and (3) *lumber*, from points in New York, Louisiana, and Vermont, to points in Bell County, Ky., and *damaged, rejected and returned shipments*, on return, in (1), (2), and (3) above. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 116077 (Sub-No. 190), filed December 13, 1965. Applicant: ROBERTSON TANK LINES, INC., Post Office Box 9527, 5700 Polk Avenue, Houston, Tex. Applicant's representative: Thomas E. James, 721 Brown Building, Austin, Tex., 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, between points in Harris County, Tex., on the one hand, and, on the other, points in Alabama, Alaska, Connecticut, Delaware, the District of Columbia, Florida, Georgia, Idaho, Illinois, Maine, Maryland, Massachusetts, Michigan, Missouri, Montana, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Dakota, Ohio, Oregon, Pennsylvania, Rhode Island, South Dakota, Utah, Vermont, Virginia, Washington, and Wyoming. NOTE: If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

No. MC 117119 (Sub-No. 302), filed December 13, 1965. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's representative: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Kansas City, Kans., to points in South Dakota, North Dakota, and Montana. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 117344 (Sub-No. 161), filed December 13, 1965. Applicant: THE MAXWELL CO., 10380 Evendale Drive, Cincinnati, Ohio. Applicant's representative: James R. Stivers, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Silicate of soda*, in bulk, in tank vehicles, from Cincinnati, Ohio, to points in Illinois. NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 117496 (Sub-No. 2), filed December 14, 1965. Applicant: EASTERN STATES TRANSPORTATION, INC., 1060 Lafayette Street, Post Office Box 1761, York, Pa. Applicant's representative: S. Harrison Kahn, Suite 733 Investment Building, Washington, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fiber glass materials and products*, including materials and supplies used in the installation thereof or incidental thereto, from the site and warehouses of Certain-Teed Fiber Glass Corp., Crestwood Industrial

Park, Mountaintop, Wright Township, Luzerne County, Pa., to points in Connecticut, Rhode Island, Massachusetts, Maine, New Hampshire, and Vermont, and *pallets, platforms, skids, and refused and rejected shipments*, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa.

No. MC 117574 (Sub-No. 135), filed December 9, 1965. Applicant: DAILY EXPRESS, INC., Post Office Box 39, Mail Route No. 3, Carlisle, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) (a) *Such commodities* as by reason of their size or weight require the use of special equipment, and (b) *commodities* which do not require the use of special equipment when moving in the same shipment or in the same vehicle with commodities which because of size or weight require the use of special equipment, between those points in a Pennsylvania area bounded on the north by the New York-Pennsylvania State line, thence by highways beginning at junction of said State line with U.S. Highway 11, over U.S. Highway 11 to junction U.S. Highway 522, thence over U.S. Highway 522 to junction U.S. Highway 322, thence over U.S. Highway 322 to junction U.S. Highway 219, and thence over U.S. Highway 219 to Pennsylvania-New York State line, including points on the indicated highways, on the one hand, and, on the other, points in New York, New Jersey, Maryland, Virginia, Ohio, Delaware, West Virginia, and the District of Columbia; (2) (a) *such commodities* as by reason of their size or weight require the use of special equipment (except machinery, equipment, materials, and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance and dismantling of pipelines), and (b) *commodities* which do not require the use of special equipment when moving in the same shipment or in the same vehicle with commodities which because of size or weight require the use of special equipment (except machinery, equipment, materials, and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines), between points in that part of Pennsylvania on and east of U.S. Highway 219, to junction U.S. Highway 322, thence on and north of a line beginning at Grampian, Pa., and extending along U.S. Highway 322 through Clearfield and State College, Pa., to Lewistown, Pa.

Thence along U.S. Highway 522 to Selinsgrove, Pa., and on and west of U.S. Highway 11 to the New York-Pennsylvania State line (except the site of the Curtiss Wright Corp. plant near Clearfield) on the one hand, and, on the other, points in Indiana, Illinois, Kentucky, North Carolina, South Carolina, Maine, New Hampshire, Vermont, Georgia, Florida, Michigan, Minnesota, and Wisconsin; (3) (a) *such commodities* as by reason of their size or weight require the use of special equipment (except machinery, equipment, materials and supplies used in, or in connection with, the

construction, operation, repair, servicing, maintenance, and dismantling of pipelines, except boilers, heaters, and castings), and (b) *commodities* which do not require the use of special equipment when moving in the same shipment or in the same vehicle with commodities which because of size or weight require the use of special equipment (except machinery, equipment, materials and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, except boilers, heaters, and castings), between points in that part of Pennsylvania on and east of U.S. Highway 219, to junction U.S. Highway 322, thence on and north of a line beginning at Grampian, Pa., and extending along U.S. Highway 322 through Clearfield and State College, Pa., to Lewistown, Pa., thence along U.S. Highway 522 to Selinsgrove, Pa., and on and west of U.S. Highway 11 to the New York-Pennsylvania State line (except the site of the Curtiss Wright Corp. plant near Clearfield), on the one hand, and, on the other, points in Connecticut and Massachusetts; (4) (a) (1) such *commodities*, as by reason of their size or weight, require the use of special equipment, and (2) *commodities* which do not require the use of special equipment when moving in the same shipment or in the same vehicle with commodities which because of size or weight require the use of special equipment, between Carlisle, Pa., on the one hand, and, on the other, the District of Columbia, and points in New York, New Jersey, Maryland, Virginia, Ohio, Delaware, and West Virginia.

(b) (1) Such *commodities*, as by reason of their size or weight, require the use of special equipment (except machinery, equipment, materials, and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines), and (2) *commodities* which do not require the use of special equipment when moving in the same shipment or in the same vehicle with commodities which because of size or weight require the use of special equipment (except machinery, equipment, materials, and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines), between Carlisle, Pa., on the one hand, and, on the other, points in Indiana, Illinois, Kentucky, North Carolina, South Carolina, Maine, New Hampshire, Vermont, Georgia, Florida, Michigan, Minnesota, and Wisconsin; (c) (1) such *commodities*, as by reason of their size or weight, require the use of special equipment (except machinery, equipment, materials, and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, and except boilers, heaters and castings), and (2) *commodities* which do not require the use of special equipment when moving in the same shipment or in the same vehicle with commodities which because of size or weight require the use of special equipment (except machinery, equipment, materials, and supplies used

in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, and except boilers, heaters, and castings), between Carlisle, Pa., on the one hand, and, on the other, points in Connecticut and Massachusetts. Items (4) (a), (4) (b), and (4) (c) restricted to: (A) Service at Carlisle, Pa., for the purpose of interchange of traffic only; (B) against the transportation of traffic originating at or destined to Carlisle, Pa.; and (C) against the tacking, joining, or combining, directly or indirectly, of the authorities granted herein in (4) (a), (4) (b), and (4) (c) above with each other or with any other authority held by applicant.

(5) (a) *Commodities* which because of size or weight require the use of special equipment (except machinery, equipment, materials, and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines), and (b) *commodities* which do not require the use of special equipment when moving in the same shipment or in the same vehicle with commodities which because of size or weight require the use of special equipment (except machinery, equipment, materials, and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines), between points in New York, New Jersey, Delaware, Maryland, and the District of Columbia, on the one hand, and, on the other, points in Minnesota, Wisconsin, Illinois, Michigan, Indiana, and Kentucky; (6) (a) such *commodities* as contractors' equipment, heavy and bulky articles, machinery and machine parts, when moving in conjunction with machinery, and articles requiring specialized handling or rigging because of size or weight, and (b) *commodities* which do not require the use of special equipment when moving in the same shipment or in the same vehicle with such commodities as contractors' equipment, heavy and bulky articles, machinery and machine parts, when moving in conjunction with machinery, and articles requiring specialized handling or rigging because of size or weight, between points in Pennsylvania, within 150 miles of Philadelphia, Pa., in Snyder, Juniata, Perry, Cumberland, Franklin, Adams, Dauphin, Fulton, Huntingdon, Mifflin, Centre, Clinton, Union, Lycoming, and Tioga Counties, on the one hand, and, on the other, points in New York, New Jersey, Delaware, and Maryland. NOTE: Applicant states that it presently holds the authority in (1) (a), (2) (a), (3) (a), (4) (a) (1), (4) (b) (1), (4) (c) (1), (5) (a), and (6) (a) above, and seeks no extension of territory. Applicant states that it is seeking only an extension of authority in (1) (b), (2) (b), (3) (b), (4) (a) (2), (4) (b) (2), (4) (c) (2), (5) (b), and (6) (b). Applicant states that it intends to tack all of the foregoing items together and with other existing authorities. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117574 (Sub-No. 136), filed December 9, 1965. Applicant: DAILY EXPRESS, INC., Post Office Box 39, Carlisle, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities* which because of their size or weight, require the use of special equipment, and related iron and steel and iron and steel products when their transportation is incidental to the transportation of commodities which by reason of size or weight require special equipment, and (2) *commodities* which do not require the use of special equipment when moving in the same shipment or in the same vehicle with commodities, which because of size or weight, require the use of special equipment, (a) between points within 80 miles of Columbus, Ohio, including Columbus; (b) between Columbus, Ohio, and points within 80 miles thereof (except points in Franklin County), on the one hand, and, on the other, points in Indiana, Kentucky, Michigan, Pennsylvania, and West Virginia; and (c) between Columbus, Ohio, and points within 80 miles thereof, on the one hand, and, on the other, points in Illinois and New York. NOTE: Applicant presently holds the authority in (1) above and seeks no extension of territory. Applicant is seeking only an extension of commodities in (2) above. Applicant intends to tack items (a), (b), and (c) with each other or with any other authority held by applicant. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117574 (Sub-No. 138), filed December 10, 1965. Applicant: DAILY EXPRESS, INC., Post Office Box 39, Carlisle, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) Such *commodities* requiring specialized handling or rigging because of size or weight; and (2) *commodities* which do not require the use of special equipment when moving in the same shipment or in the same vehicle with commodities requiring specialized handling or rigging because of size or weight, between points in Pennsylvania east of a line beginning at the Pennsylvania-Maryland State line near New Freedom, Pa., and extending north through York and East Smithfield, Pa., to the Pennsylvania-New York State line, including York and East Smithfield, Pa., points in Bradford, Susquehanna, Wayne, Sullivan, Wyoming, Lackawanna, Pike, Lycoming, Montour, Union, Columbia, Luzerne, Monroe, Carbon, Schuylkill, Northumberland, Dauphin, Lebanon, Berks, Lancaster, and York Counties, Pa., and between points in Pennsylvania described in the next preceding paragraph above, on the one hand, and, on the other, points in Northampton, Bucks, Montgomery, Philadelphia, Delaware, Lehigh, and Chester Counties, Pa., points in New Jersey, points in New York east of U.S. Highway 209 and south of U.S. Highway 44, including points on the indicated portions of the highways specified, and Wilmington, Del. NOTE: Applicant states it has entered into an agreement with Stanley

Stanley, doing business as Acme Express (MC 63387), to purchase a portion of the authority presently held by that carrier as outlined in (1) above. Applicant is seeking only an extension of that authority in (2) above. Applicant intends to tack the above items together and with other existing authorities. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117730 (Sub-No. 9), filed December 15, 1965. Applicant: KOUBE-NEC MOTOR SERVICE, INC., 641 Maple Lane, Batavia, Ill. Applicant's representative: Carl L. Steiner, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand*, in bulk, from Oregon, Ill., to Stockton, Iowa. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 118142 (Sub-No. 24), filed December 13, 1965. Applicant: M. BRUENGER & CO., INC., 6330 North Broadway, Wichita, Kans. Applicant's representative: James F. Miller, 7501 Mission Road, Shawnee Mission, Kans., 66208. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses* (except in tank vehicles), as described in appendix I, articles A and C, to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Wichita, Kans. (except the site of the Cudahy Packing Co.), to points in Alabama, Texas, Louisiana, Tennessee, Georgia, Mississippi, New Mexico, Oklahoma and Kentucky. NOTE: If a hearing is deemed necessary, applicant requests it be held at Wichita, Kans.

No. MC 119496 (Sub-No. 7), filed December 10, 1965. Applicant: THE JAMES GIBBONS COMPANY, a corporation, Sutton Avenue, Baltimore, Md. Applicant's representative: L. C. Major, Jr., 2001 Massachusetts Avenue NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aviation gasoline and jet fuel*, in bulk, in tank vehicles, from Port Mahon (near Dover), Del., to Wallops Island, Va. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 119777 (Sub-No. 51), filed December 8, 1965. Applicant: LIGON SPECIALIZED HAULER, INC., Post Office Box 31, Madisonville, Ky. Applicant's representative: Robert M. Pearce, Central Building, 1033 State Street, Bowling Green, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) (a) *Commodities*, the transportation of which, because of their size or weight, requires use of special equipment, or special handling, *related machinery parts*, and *related contractors' materials and supplies*, when their transportation is incidental to the transportation of such commodities, except prefabricated buildings, and except oilfield commodities, as described in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 299, (b)

commodities which do not require the use of special equipment or special handling when moving in the same shipment or the same vehicle with commodities, the transportation of which, because of size or weight, requires the use of special equipment, or special handling, except prefabricated buildings, and except oilfield commodities, as described in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 299, between points in Kentucky on and west of a line beginning at Louisville, Ky., and extending along U.S. Highway 31E through Bardstonsville and Hodgenville, Ky., to junction Kentucky Highway 61, thence along Kentucky Highway 61 through Buffalo, Ky., to junction Kentucky Highway 470, thence along Kentucky Highway 470 to junction U.S. Highway 31E, and thence along U.S. Highway 31E through Glasgow and Scottsville, Ky., to the Kentucky-Tennessee State Line, on the one hand, and, on the other, points in Indiana, Ohio (except Columbus), Pennsylvania, West Virginia, and Tennessee, from Louisville, Ky., to points in New York and New Jersey within that part of the New York, N.Y., commercial zone, as defined in the fifth supplemental report in *Commercial Zones and Terminal Areas*, 53 M.C.C. 451, within which local operations may be conducted under the exemption provided by section 203(b) (8) of the Interstate Commerce Act, with no transportation for compensation on return except as otherwise authorized.

(2) (a) *such commodities as require special handling or special equipment because of size or weight*, except machinery, materials, supplies and equipment incidental to or used in the construction, development, operation, and maintenance of facilities for the discovery, development, and production of natural gas and petroleum, and incidental to, or used in connection with the discovery, development, production, and preservation of natural gas and petroleum, the construction, operation, repair, servicing, dismantling, and maintenance of pipelines and facilities for the storage of natural gas, gasoline, and petroleum, and the dismantling and maintenance of plants and facilities for refining, recycling, processing, repressuring, and blending gasoline, natural gas, and petroleum, (b) *such commodities which do not require special handling or special equipment because of size and weight when moving in the same shipment or in the same vehicle with such commodities as require the use of special equipment or special handling because of size and weight*, except machinery, materials, and supplies, and equipment incidental to or used in the construction, development, operation, and maintenance of facilities for the discovery, development, and production of natural gas and petroleum, and incidental to, or used in connection with the discovery, development, production, and preservation of natural gas and petroleum, the construction, operation, repair, servicing, dismantling, and maintenance of pipelines and facilities for the storage of natural gas, gasoline, and petroleum, and the dismantling and maintenance of plants and facilities for

refining, recycling, processing, repressuring, and blending gasoline, natural gas, and petroleum, between points in Illinois, Indiana, and Kentucky. NOTE: Applicant presently holds the authority in (1) (a) and (2) (a) above and seeks no extension of territory. Applicant is seeking only an extension of authority in (1) (b) and (2) (b) above. Applicant intends to tack any grant of authority to all authority held. Applicant is authorized to operate in all States, except Alaska, Arizona, California, Idaho, Montana, Nevada, Oregon, Utah, Washington, and Wyoming. If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 119789 (Sub-No. 18), filed December 8, 1965. Applicant: CARAVAN REFRIGERATED CARGO, INC., Post Office Box 6, Opelousas, La. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *meats, meat products, meat byproducts, and articles distributed by meat packinghouses* (except commodities in bulk, in tank vehicles) (2) *frozen foods*, (3) *canned and preserved foods*, (4) *chemicals, chemical blends and ingredients, to be used in further manufacturing processes, the transportation of which does not require special equipment or bulk or tank vehicles*, (5) *inedible meats, meat products, and meat byproducts, lard, tallow, and oils*, (6) *agricultural products and those commodities embraced in section 203(b) (6) of Part II of the Interstate Commerce Act, when moving in the same vehicle with economic regulated commodities*, (7) *frozen animal and poultry foods*, (8) *industrial products, in packages, requiring refrigeration*, and (9) *coffee, condensed, coffee extracts, coffee, green, tea and tea dust and sugar*, from Gulfport, Miss., to points in Arizona, Arkansas, California, Colorado, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Ohio, Oklahoma, Oregon, South Dakota, Tennessee, Texas, Utah, Washington, West Virginia, Wisconsin, and Wyoming. NOTE: If a hearing is deemed necessary, applicant requests it be held at New Orleans, La., or Gulfport, Miss.

No. MC 119815 (Sub-No. 6), filed December 13, 1965. Applicant: INTERSTATE HIGHWAY EXPRESS, INC., 1518 L Street, Bedford, Ind. Applicant's representative: Ferdinand Born, 1017-19 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Building materials*, as described in appendix VI to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, and *gypsum products*, from the site of the National Gypsum Co. plant located approximately three (3) miles east of Shoals, Martin County, Ind., to points in Michigan. Restriction: The operations proposed to be authorized will be limited to a transportation service to be performed under a continuing contract, or contracts, with National Gypsum Co., Buffalo, N.Y. NOTE: If a hear-

ing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 119988 (Sub-No. 14), filed December 10, 1965. Applicant: GREAT WESTERN TRUCKING CO., INC., 811½ North Timberland Drive, Lufkin, Tex. Applicant's representative: Mert Starnes, 721 Brown Building, Austin, Tex., 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Granite and equipment and supplies* used in the stenciling and decorating of monuments when transported in the same vehicle with granite from points in Richland County, S.C., to points in Arizona, California, Colorado, Idaho, Kansas, Montana, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming; and (2) *damaged or rejected shipments*, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbia, S.C.

No. MC 123075 (Sub-No. 15), filed December 13, 1965. Applicant: HARVEY D. SHUPE, HOWARD YOST, AND CHARLES MYLANDER, a partnership, doing business as SHUPE & YOST, North U.S. Highway 85 Bypass, Post Office Box 1123, Greeley, Colo., 80632. Applicant's representative: Michael T. Corcoran, 1360 Locust Street, Denver, Colo., 80220. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed and animal and poultry feed ingredients and supplements*, from Ault, Colo., to points in that part of South Dakota, Nebraska, and Kansas located on and west of a line extending along U.S. Highway 83 from the North Dakota-South Dakota State line, to Vivian, S. Dak., thence over U.S. Highway 16 to Presho, S. Dak., and thence over U.S. Highway 183 to the Kansas-Oklahoma State line, and to points in Wyoming. NOTE: Applicant states the proposed operations will be performed for Consumers Cooperative Association. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 123393 (Sub-No. 109), filed December 9, 1965. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 2105 East Dale, Springfield, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food products*, from points in California to points in Arizona, New Mexico, and Texas. NOTE: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 124522 (Sub-No. 1), filed December 9, 1965. Applicant: CARLO G. DROGO, Delaware Street, Landisville, N.J. Applicant's representative: Frank B. Hand, Jr., 921 17th Street NW, Washington, D.C., 20006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Vineland, N.J., to points in New York, Pennsylvania, Delaware, Massachusetts, Rhode Island, Connecticut, New Hampshire, Vermont, Maine, Virginia, and Maryland. NOTE: The above proposed operation is to be

performed under contract with the Green Giant Co., Le Sueur, Minn. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 125717 (Sub-No. 5), filed December 13, 1965. Applicant: NORMAN JOSEPH CHOPLIN, doing business as JOE CHOPLIN, 1301 North Spring, Independence, Mo. Applicant's representative: Frank W. Taylor, Jr., 1221 Baltimore Avenue, Kansas City, Mo., 64105. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dairy replacement products*, from Kansas City, Mo., to Des Moines, Council Bluffs, Cedar Rapids, and Davenport, Iowa, and Minneapolis, St. Paul, and Rochester, Minn., and returned, refused, or rejected commodities, on return. NOTE: The applicant states that the proposed operation is to be under a continuing contract with Presto Food Products, Inc. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 126063 (Sub-No. 4), filed December 10, 1965. Applicant: BIRD TRUCKING, INC., 1370 Swaner Road, Salt Lake City, Utah, 84104. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Polished cast stone, marble, precast mosaic, concrete panels and trim, premosaic mix, and cast stone products*, from Salt Lake City, Utah, to points in Idaho, Montana, and Nevada. NOTE: If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 126835 (Sub-No. 5), filed December 10, 1965. Applicant: EDGAR BISCEOFF, doing business as CASKET DISTRIBUTORS, Rural Delivery 5, Brookville, Ind. Applicant's representative: Jack B. Josselson, Atlas Bank Building, Cincinnati, Ohio, 45202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Caskets, casket shells, casket displays, and funeral supplies* when moving with caskets and casket shells being transported, (1) from Lancaster, Ky., to Albany, Brooklyn, Buffalo, Central Islip, Hempstead, Long Island City, New York City, Oneida, Rochester, Syracuse, and White Plains, N.Y.; Baltimore, Md.; Boston and Cambridge, Mass.; Chicago, Ill.; Cincinnati and Cleveland, Ohio; Dallas, Houston, Lubbock, San Antonio, and Waco, Tex.; Decatur, Ga.; Erwin and Nashville, Tenn.; Duluth, Minn.; Indianapolis, Ind.; Louisville, Ky.; Newark, N.J.; New Haven, Conn.; Norfolk, Va.; Oklahoma City, Okla.; Orlando, Fla.; Philadelphia and Pittsburgh, Pa.; Portland, Maine; Providence, R.I.; and Washington, D.C.; (2) from Waco and Dallas, Tex., to Erwin, Tenn., and Lancaster, Ky.; and (3) from Erwin, Tenn., to Lancaster, Ky., and *damaged, defective, and returned shipments of the above commodities and casket covers and casket shipping containers*, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 126967 (Sub-No. 4), filed December 10, 1965. Applicant: AUTO HAULWAY LIMITED, Post Office Box 333, Oakville, Ontario, Canada. Applicant's representative: Walter N. Biene-man, Suite 1700, 1 Woodward Avenue, Detroit, Mich., 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles, trucks, and buses* as defined in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, in initial and secondary movements, in driveway and truckaway service, and *parts and accessories* thereof moving at the same time and with the vehicles of which they are a part and on which they are to be installed, between the port of entry on the international boundary line between the United States and Canada at Detroit, Mich., on the one hand, and, on the other, Dearborn and Wayne, Mich. (but not including the commercial zones thereof). Restriction: the authority sought herein shall be restricted to traffic originating at or destined to points in Canada. NOTE: If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich.

No. MC 127274 (Sub-No. 10), filed December 10, 1965. Applicant: SHERWOOD TRUCKING, INC., 1517 Hoyt Avenue, Post Office Box 2189, Muncie, Ind. Applicant's representative: Howell Ellis, Suite 710-712, Fidelity Building, 111 Monument Circle, Indianapolis, Ind., 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles); (2) *frozen foods*; (3) *foodstuffs and food preparations*; (4) *chemicals, chemical blends, and ingredients* to be used in further manufacturing processes; transportation of which does not require special equipment or bulk or tank vehicles; (5) *inedible meats, meat products, meat byproducts, lard, tallow, and oils*; (6) (a) *agricultural products* and (b) *commodities*, the transportation of which is partially exempt under the provisions of section 203(b) (6) of the Interstate Commerce Act if transported in vehicles not used in carrying any other property, when moving in the same vehicle at the same time with agricultural products; (7) *frozen animal and poultry foods*; (8) *industrial products* in packages, requiring refrigeration; and (9) *coffee, condensed; coffee extracts; coffee, green; tea and tea dust, and sugar*, from Gulfport, Miss., to points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 127512 (Sub-No. 1), filed December 10, 1965. Applicant: SUPREME TRANSPORTATION, INC., Box 416, Show Low, Ariz. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel and prefabricated steel*, from Sand Springs, Okla., to points in Apache, Navajo, Coconino, Mohave, and Yavapai Counties, Ariz. NOTE: If a hearing is deemed necessary, applicant requests it be held at Phoenix, Ariz.

No. MC 127787, filed December 10, 1965. Applicant: MICHAEL J. POLITO, doing business as M.J.P. TRUCKING & RENTAL SERVICE, 217 Post Avenue, Lyndhurst, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, other than frozen, other than in bulk in tank vehicles, between the plantsite of B. Manischewitz Co. at Jersey City, N.J., and the warehouse at Rutherford, N.J., on the one hand, and, on the other, Hewlett, N.Y. NOTE: Applicant states the proposed operation will be under a continuing contract with B. Manischewitz Co. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 127791, filed December 13, 1965. Applicant: WELLS CARTAGE LIMITED, 726 Powell Street, Vancouver, British Columbia, Canada. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bulk liquid products*, including but not limited to chemicals, resins, tallow oils, and fish oils, between points of entry on the International Boundary line between the United States and Canada located at or near Blaine, Sumas, and Lynden, Wash., and points in Whatcom, King, and Pierce Counties, Wash. NOTE: If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 127794, filed December 13, 1965. Applicant: ORLAN THEODORE HARRIS, doing business as O. T. HARRIS, Post Office Box 1305, Winslow, Ariz. Applicant's representative: Larry E. Mills, 112 South Second Street, Williams, Ariz. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Automotive and aviation gasoline, diesel fuel, and kerosene*, in bulk, in tank vehicles, from Albuquerque, Ciniza, and Farmington, N. Mex., to points in Apache, Mohave, Navajo, Yavapai, and Coconino Counties, Ariz. NOTE: If a hearing is deemed necessary, applicant requests it be held at Phoenix, Ariz.

MOTOR CARRIERS OF PASSENGERS

No. MC 94742 (Sub-No. 29), filed December 13, 1965. Applicant: MICHAUD BUS LINES, INC., 250 Jefferson Avenue, Salem, Mass. Applicant's representative: Frank Daniels, 15 Court Square, Boston, Mass., 02108. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, (1)

from Springvale, Maine, to Rochester, N.H., from Springvale, Maine, over Maine Highway 109 to Sanford, thence over U.S. Highway 202 by East Lebanon and South Lebanon, Maine, to Rochester, N.H., and return over the same route, serving all intermediate points, and (2) from Springvale, Maine, over Maine Highway 11A to junction U.S. Highway 202 and thence over U.S. Highway 202 to Rochester, N.H., and return over the same route, serving all intermediate points. NOTE: If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 106170 (Sub-No. 8), filed December 2, 1965. Applicant: THE GRAY LINE SCENIC TOURS, INC., 1675 Mill Street, Reno, Nev. Applicant's representative: Bertram S. Silver, 140 Montgomery Street, San Francisco, Calif., 94104. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers*, in the same vehicle with passengers, between Meyers, Calif., and Reno, Nev.; (1) from Meyers over U.S. Highway 50 to junction unnumbered highway, thence over unnumbered highway to Tahoe Valley Airport (thence return over unnumbered highway to junction U.S. Highway 50), thence over U.S. Highway 50 to junction U.S. Highway 395, thence over U.S. Highway 395 to junction Nevada Highway 63, thence over Nevada Highway 63 to Reno Municipal Airport (thence return over Nevada Highway 63 to junction U.S. Highway 395, and thence over U.S. Highway 395 to Reno, and return over the same route, serving all intermediate points, and (2) between junction U.S. Highway 50 and Nevada Highway 19 north of Stateline, Nev., and junction U.S. Highway 395 and U.S. Highway 50, near Stewart, Nev.; from junction U.S. Highway 50 and Nevada Highway 19 north of Stateline, Nev., over Nevada Highway 19 to junction U.S. Highway 395, and thence over U.S. Highway 395 to junction U.S. Highway 50 and return over the same route, serving all intermediate points. NOTE: Applicant has a pending contract carrier application in MC 124745. If a hearing is deemed necessary, applicant requests it be held at Carson City, Nev.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 2202 (Sub-No. 287), filed December 10, 1965. Applicant: ROADWAY EXPRESS, INC., 1077 Gorge Boulevard, Akron, Ohio. Applicant's representative: Guy H. Postell, Suite 693, 1375 Peachtree Street NE., Atlanta, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), serving Percale, Ga., as an off-route point in

connection with applicant's regular route operations.

No. MC 69116 (Sub-No. 96), filed December 9, 1965. Applicant: SPECTOR FREIGHT SYSTEM, INC., 205 West Wacker Drive, Chicago, Ill., 60606. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the site of a terminal proposed to be constructed by Spector Freight System, Inc., on Minnesota Highway 49 in Egan Township, Dakota County, Minn., located approximately one-half mile south of the junction of Minnesota Highways 49 and 55, as an off-route point in connection with applicant's regular route operations.

No. MC 109455 (Sub-No. 5), filed December 10, 1965. Applicant: GEORGIA-FLORIDA MOTOR EXPRESS, INC., 2500 Laura Street, Jacksonville, Fla. Applicant's representative: Guy H. Postell, 1375 Peachtree Street NE., Atlanta 9, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), serving Percale, Ga., as an off-route point in connection with carrier's presently authorized regular-route operations.

No. MC 124328 (Sub-No. 20), filed December 10, 1965. Applicant: BRINK'S INCORPORATED, 234 East 24th Street, Chicago, Ill., 60616. Applicant's representative: Francis D. Partlan (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Currency, coin and securities* between Boston, Mass., on the one hand, and, on the other, Brattleboro, Bellows Falls, and Springfield, Vt. NOTE: Applicant states that Pittston Co. owns 100 percent of the outstanding stock of Brink's, Inc., and as such is under common control of Pittston with Brink's Express Co. of Canada, Ltd., which operates under Permit No. MC 115646, and subs thereunder.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-84; Filed, Jan. 5, 1966;
8:45 a.m.]

[Notice 1280]

MOTOR CARRIER TRANSFER PROCEEDINGS

JANUARY 3, 1966.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations

prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-68244. By order of December 29, 1965, the Transfer Board approved the transfer to Fairall Trucking Company, a corporation, Wyandotte, Mich., of permits in Nos. MC-29883, MC-29883 (Sub-No. 1) and MC-29883 (Sub-No. 3), issued November 4, 1965, January 11, 1943, and May 21, 1964, respectively, to George Fairall, Stanley Fairall, and Thomas A. Fairall, Administrators, doing business as Fairall Trucking, Lincoln Park, Mich., authorizing the transportation of: Automobile radiators, corrugated paper boxes, paper, corrugated strawboard, brickote products, mattresses, beds, bed springs, bed rails, studio beds, bed springs, bed rails, studio couches, waste paper, automobile, radiators and heaters and their parts, solder, lumber, empty containers, eggs, groceries, and various other named commodities, from, to, or between specified points in Illinois, Indiana, Michigan, and Ohio. Wilhelmina Boersma, 2850 Penobscot Building, Detroit, Mich., 48226, attorney for applicants.

No. MC-FC-68322. By order of December 30, 1965, the Transfer Board approved the transfer to Frank O. Wood, Inc., Fort Worth, Tex., of certificate in

No. MC-117975, issued February 19, 1963, to Frank O. Wood, Fort Worth, Tex., authorizing the transportation of: Bananas, from Galveston, Tex., to Monroe, La.; Boswell, N. Mex., and points in Texas; and, from New Orleans, La., to Houston and Beaumont, Tex. Reagan Sayers, 304 Century Life Building, Fort Worth, Tex., 76102, attorney for applicants.

No. MC-FC-68380. By order of December 29, 1965, the Transfer Board approved the transfer to Vernie C. Wilken, Denison, Iowa, of Corrected Certificate No. MC-96377, issued August 16, 1963, to Arlen Petersen, Denison, Iowa, authorizing the transportation over irregular routes of livestock, between Kiron, Iowa, and points within 10 miles of Kiron, on the one hand, and, on the other, Omaha, Nebr.; feed agricultural implements and parts thereof, seed, hay, straw, coal, lumber, building materials, grain, and petroleum products in containers, from Omaha, Nebr., to Kiron, Iowa, and points within 10 miles of Kiron, with no transportation for compensation on return except as otherwise authorized.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-150; Filed, Jan. 5, 1966;
8:49 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

DECEMBER 30, 1965.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA 40213—*Commodities from and to Arcco, Ill.* Filed by Southwestern Freight Bureau, agent (No. B-8805), for and on behalf of carriers parties to Uniform Classification Committee, agent, tariff I.C.C. 1. Rates on property moving on commodity rates, in carloads and less-than-carloads, from or to Arcco, Ill., on the one hand, to or from points in the United States and Canada, on the other.

Grounds for relief—Rate relationship.

FSA 40214—*Substituted service—Rocky Mountain.* Filed by Rocky Mountain Motor Tariff Bureau, Inc., agent (No. 12), for and on behalf of rail and motor carriers parties to its tariff MF-I.C.C. 162. Rates on property loaded in trailers and transported on railroad flat cars, between points in the United States.

Grounds for relief—Motor-truck competition.

FSA 40215—*Class and commodity rates from and to Ryland, Ala.* Filed by O. W. South, Jr., agent (No. A4822), for and on behalf of carriers parties to Uniform Classification Committee, agent, tariff I.C.C. 1. Rates on property moving on class and commodity rates, in carloads and less-than-carloads, from or to Ryland, Ala., on the one hand, to or from points in the United States and Canada, on the other.

Grounds for relief—New station and grouping.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-88; Filed, Jan. 4, 1966;
8:48 a.m.]

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